

# Herald Tribune

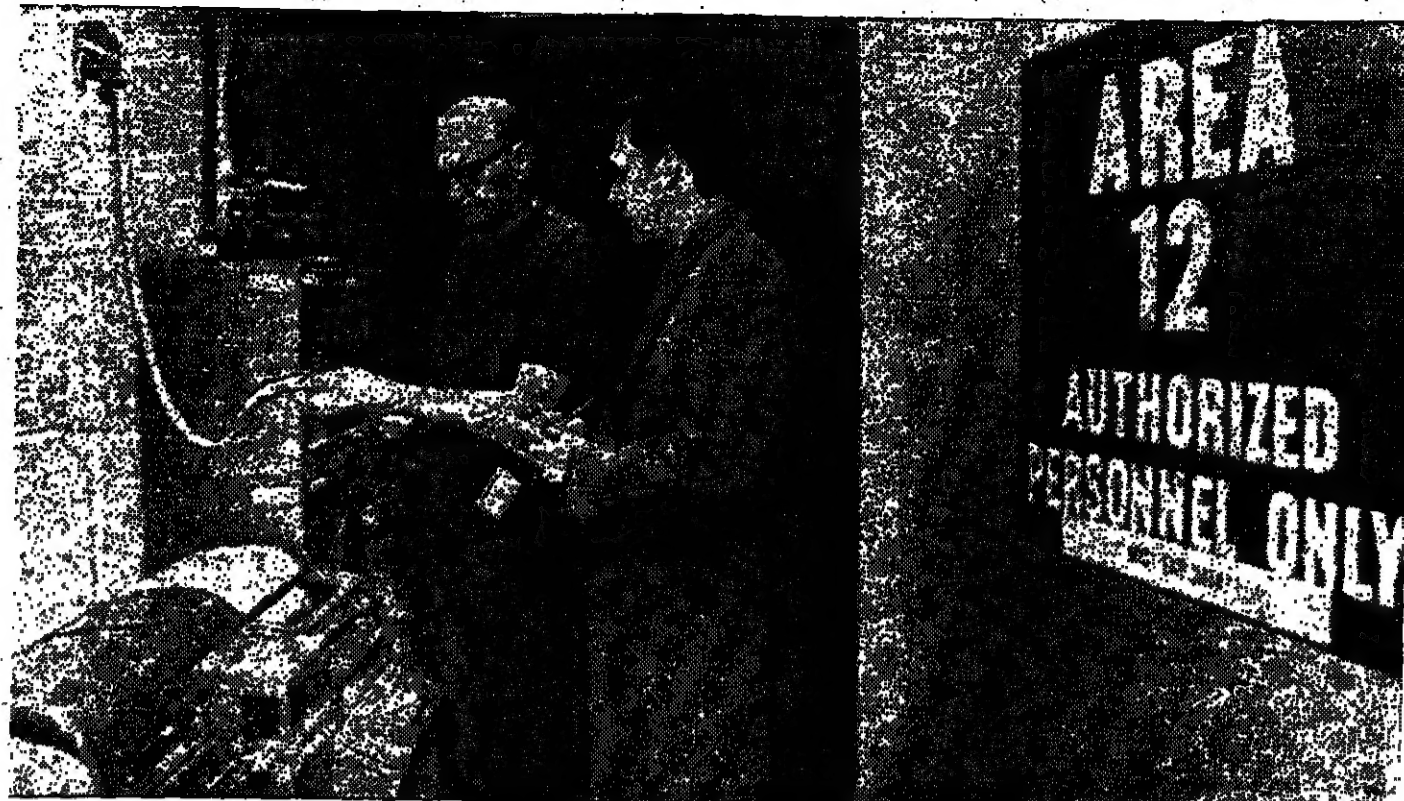
Published with The New York Times and The Washington Post

DAILY WEATHER—FARGO: Variable, Occasional showers. Temp. 40-57 (5-3). Tomorrow light fog. Yesterday's temp. 45-65 (9-7).  
 DON: Dry, partly cloudy. Temp. 52-58 (12-2).  
 SLOW: Partly cloudy. Temp. 54-63 (12-6).  
 NNEEL: Smooth. ROBE: Sunny. Temp. 57-61.  
 J. NEW YORK: Cloudy. Temp. 41-55 (5-4).  
 Today's temp. 50-71 (10-3).  
 ADDITIONAL WEATHER—PAGE 2

27,404

PARIS, MONDAY, FEBRUARY 22, 1971

Established 188



BACK ON THE HOOK—Louis Smoyer (left), chief of the national warning center deep inside a Colorado mountain, shows a newsmen the emergency warning tape that was erroneously transmitted to radio and TV stations.

## Panic, Confusion Widespread Warning-Center Mixup Gives U.S. False Alert

COLORADO SPRINGS, Feb. 21 (AP)—Scores of radio and television stations in the United States went off the air for up to 15 minutes yesterday after receiving a false warning of a nuclear attack. The incident caused confusion and panic across the nation.

The incident occurred when a message from the National Warning Center in Colorado Springs was misinterpreted. The message, which was intended to be a routine broadcast, was instead interpreted as a warning of a nuclear attack. This led to the cancellation of many television and radio programs.

The warning was transmitted by a computer system that was designed to detect and respond to nuclear threats. However, a software error caused the system to misinterpret a routine message as a warning. The error was discovered and corrected within a few hours, but the initial confusion and panic were widespread.

## French Airlines Stay Idle and the Costs Are Enormous

PARIS, Feb. 21 (AP)—The unrelenting labor trouble on the French airlines will cause cuts in the purchasing, and may even give the future of the carriers a gloomy outlook.

The crisis started Friday with the striking of the three-day strike by the French Airline Pilots' Association. The strike led to the cancellation of many flights, and the airlines are now facing enormous costs. The French government is now considering various measures to deal with the crisis, including the possibility of nationalizing the airlines.

MESSAGE AUTHENTICATOR: RAY/WH/NESS/WH/NESS  
 THIS IS AN EMERGENCY ACTION NOTIFICATION (EANT) DIRECTED BY THE  
 PRESIDENT. NORMAL BROADCASTING WILL CEASE IMMEDIATELY. ALL  
 STATIONS WILL BROADCAST EANT MESSAGE ONE PARCELED BY THE  
 ATTENTION SIGNAL, PER FCC RULES. ONLY STATIONS HOLDING  
 IDEA MAY STAY ON AIR IN ACCORD WITH THEIR STATE DES PLAN.  
 BROADCAST EANT MESSAGE ONE.  
 MESSAGE AUTHENTICATOR: RAY/WH/NESS/WH/NESS  
 20 FEB 21 101132Z  
 MESSAGE AUTHENTICATOR: RAY/WH/NESS/WH/NESS  
 CANCEL MESSAGE SENT AT 094333Z REPEAT CANCEL MESSAGE SENT AT  
 094333Z  
 MESSAGE AUTHENTICATOR: RAY/WH/NESS/WH/NESS  
 20 FEB 101132Z

The erroneous alert and its cancellation.

## Battered Saigon Rangers Pull Back Red Attacks Stall Drive in Laos

SAIGON, Feb. 21 (AP)—Heavy North Vietnamese attacks stalled a South Vietnamese push into Laos for the fourth successive day today, as one Saigon ranger battalion retreated with nearly 300 casualties, and took another heavy toll of American helicopters.

The attacks were part of a larger campaign by the North Vietnamese to push into Laos. The South Vietnamese forces have been unable to make significant gains, and the North Vietnamese are now pulling back their forces.

The North Vietnamese are using a variety of tactics, including the use of heavy artillery and the launching of large-scale attacks. The South Vietnamese forces are now being forced to pull back, and the North Vietnamese are now in a position to launch a new drive into Laos.

## Cairo Calls It 'Rejection' Israeli Answer Is 'Favorable' To Egyptian Peace-Talk Bid

JERUSALEM, Feb. 21 (UPI)—The Israeli cabinet at its meeting today reacted "favorably" to Egypt's latest proposals and said it is ready to start peace negotiations now.

The government statement said: "The government of Israel now hopes for a positive response from Egypt and for progress in negotiations in order to reach a peace agreement."

The cabinet statement said the Egyptian stand was conveyed to Israel through special United Nations peace envoy Guntar V. Jarring in a note dated Feb. 15.

The government views favorably the expression of readiness of the Egyptian government to enter into peace agreements, it said.

The government of Israel expresses its own readiness for meaningful negotiations on all subjects relevant to a peace agreement between the two countries, it said.

But, the statement said, the Egyptian note underlined the wide gap that still exists between Egypt and Israel on questions vital to any peace treaty.

It said there are still "concrete differences" and added: "A substantial gap exists on the questions of borders and refugees."

It then spelled out Israel's demands for "secure, recognized and agreed borders to be fixed or determined in peace agreements."

It added, "Israel will not return to the armistice lines of June 4, 1967."

U. S. officials, the spokesman said.

Interviewed on the Israeli state radio tonight, Mr. Eban said Middle East peace talks now are in a "new phase."

He said he is cautiously optimistic that there will be a positive outcome in the dealings with Egypt.

He said the United States advised Israel not to underestimate the Egyptian moves toward a peace agreement.

He said U.S. officials advised Israel they regarded President Anwar Sadat's moves toward peace as a new phenomenon in Egyptian policy.

The United States today decided immediate comment on Israel's agreement to enter peace talks with Egypt. The official silence was in keeping with Washington's low-keyed public approach to the delicate Middle East bargaining.

Later, in another broadcast, in English, Mr. Eban stressed that the present phase of the negotiations is only with Egypt, and not with the other Arab states involved in the Middle East conflict.



BUCKING THE BILL—Thousands of union members filling Trafalgar Square in London yesterday at a TUC-sponsored rally to protest government labor reform bill.

## Jerusalem Goes Ahead With Houses

JERUSALEM, Feb. 21 (AP)—Annoyed over U. S. opposition to controversial Israeli construction in three areas of the Holy City, Jerusalem's municipality today gave the go-ahead to a plan for building 21,000 new dwellings.

Two of the locations are in unpopulated outskirts of the city, on territory held by Jordan before the 1967 war. The third is near the United Nations truce supervision headquarters, in what was once no-man's-land between the Arab and Jewish sectors.

The U. S. State Department has criticized the project, saying it would alter Jerusalem's political status.

At first Mayor Teddy Kollek was dissatisfied with the plans, agreeing with many Israeli experts who said the construction would scar the Biblical landscape.

But Mr. Kollek said the U. S. attitude prompted him to support the scheme. He explained that if the municipality had balked at approval, its action would have implied a "political difference of opinion" inside Israel over Jerusalem's status which did not exist.

## Shouting 'Tories Out!' Thousands March in London To Oppose Curbs on Unions

LONDON, Feb. 21 (NYT)—Carrying banners and singing "We Shall Not Be Moved," thousands of British workers marched in central London today in a massive demonstration against the Conservative government's labor policies.

Late this afternoon, Vic Feather, who as general secretary of the Trades Union Council is the country's most powerful labor leader, stood on a platform in Trafalgar Square and shouted hoarsely:

"This is the greatest demonstration London has ever seen, the greatest in this country. There are probably 150,000 people marching."

Although the police estimated later that the number of marchers was about half Mr. Feather's figure, the procession against the government's labor-reform bill rated as one of the liveliest, noisiest and most buoyant demonstrations in London in years.

Marching two miles from Speaker's Corner in Hyde Park to sun-drenched Trafalgar Square, the chanting demonstrators included miners in cloth caps, women telephone operators pushing strollers, bearded university radicals, Scottish railwaymen in kilts, printers from Manchester, steelworkers from Birmingham, textile workers from London.

## U.S. Drops Use of Defoliants To Destroy Crops in Vietnam

SAIGON, Feb. 21 (UPI)—The U.S. Command announced yesterday that the use of defoliants to destroy crops and airplane spray defoliation operations has been suspended on the orders of the U.S. military commander, Gen. Creighton W. Abrams.

The suspension was made in a two-paragraph announcement at the end of the command's daily briefing sheet for news correspondents. The announcement did not give the date the suspension was effective, but spokesmen said that all flights of C-123 spray planes had ended by Jan. 27.

In the future, the announcement said, spraying will only be done around allied bases where it is necessary to remove possible cover for Communist troops and in "remote areas away from heavily populated areas."

## Consul Reports Basque Threats

BARCELONA, Feb. 21 (UPI)—The West German honorary consul in San Sebastian said yesterday that threatening letters and phone calls from Basque nationalists who kidnapped him last December were disturbing him and his family.

## Swedish Regime Considers Direct Action to Stop Strike

STOCKHOLM, Feb. 21 (UPI)—Premier Olof Palme's government is considering a direct intervention to halt the government employees strike, which is expected to grow tomorrow when another 2,000 officials walk off their jobs, informed sources said.

A Swedish television news program, quoting informed administration sources, said the government will act if the striking unions do not begin new discussions with mediators before March 3 and call off at least the railway strike. The strike costs the state railways an estimated \$1.2 million a day.

The government declined to comment on the report.



## Turkish Riots 'Rehearsal for A Revolution'

Minister Blames Reds;  
More Bomb Blasts

ANKARA, Feb. 21 (AP).—Turkey's interior minister has declared that the violence that has crippled Turkish universities is "a rehearsal for Communist revolution."

The minister, Halim Mentesoglu, made the remark in a speech on violence during National Assembly debate of his ministry's budget last night.

Today bombs again rocked Ankara and Istanbul in continuing anti-American and anti-government unrest. No one was hurt in either city.

In Istanbul two bombs damaged two small motorbuses belonging to an American military logistics unit. In Ankara a bomb smashed windows in several buildings near a student dormitory.

Courts, meanwhile, continued hearings for 320 students seized at the time were still being held by police this evening.

In his speech yesterday, Mr. Mentesoglu said bomb throwers in Turkey aim not simply at ousting the government but at destroying the republic and democracy.

Calling on opposition parties to help the government of Premier Süleyman Demirel thwart extremists, the interior minister declared, "We must not allow these people to place sticks of dynamite at the foundations of the Turkish state and democracy."

**Crackdown Law**

He urged support of a bill introduced in parliament by the ruling Justice party to crack down on extremists. The proposed law would increase all sentences for crimes against public order and empower the government to limit and control demonstrations.

The opposition has denounced these measures as unnecessary and blamed the Justice party with being too weak to handle the situation.

Hacettepe remained closed after the fray. Istanbul University, Turkey's largest, was also closed, and other schools were running behind schedule after closings.

## Tapline Doubles Its Fees to Jordan —To \$8 Million

AMMAN, Feb. 21 (Reuters).—The American-owned Trans-Jordan Pipeline Co. (Tapline) is to increase its transit fees paid to Jordan from four to about eight million dollars, Jordan's Finance Minister Ahmed al-Louadi said here today.

The pipeline carries Saudi Arabian crude oil through Jordan and Syria to its Mediterranean terminal at Zohrab, in Lebanon.

Until the pipeline was ruptured by a Syrian bulldozer May 3, Jordan received about four million dollars annually.

Syria had refused the company permission to repair the ruptured pipeline until transit payments to the Damascus government were raised. The pumping of crude was resumed Jan. 28 after an agreement was reached on the Syrian payments, which were almost doubled.

Beirut Bar Franchman BEIRUT, Feb. 21 (Reuters).—Lebanon has turned down an application by Jean Mariand de Serres, regional inspector of the Compagnie Française des Pétroles, for a renewal of his residence permit here and asked him to leave the country before Wednesday, official sources said today.

## Wilson Says U.K. Faces Recession, Unemployment

LONDON, Feb. 21 (Reuters).—Former Prime Minister Harold Wilson said today that Britain is heading for a serious economic recession in which unemployment will get worse.

Speaking on BBC radio, the opposition Labor party leader said there have been serious estimates that British unemployment will reach one million by next Christmas.

"All the signs are that we are spiraling into a serious recession and that unemployment will get a good deal worse. I am very concerned about it," said Mr. Wilson.

Accusing the Conservative government of not taking positive action, Mr. Wilson said, "You cannot advise this government. They are so different from even the previous Conservative governments."

"It is like asking a vegetarian to provide a menu for a cannibal."

**Devlin Visits Davis**

SAN RAFAEL, Calif., Feb. 21 (UPI).—Northern Ireland civil rights leader Bernadette Devlin visited jailed black Communist Angela Davis today to show "solidarity with our comrades on the left."

## Mideast Semantics Battle Possible On Peace 'Treaty' or 'Agreement'

WASHINGTON, Feb. 21 (NYT).—Authoritative diplomatic sources point out a semantic complexity in the major diplomatic peace initiative that Egypt made to Ambassador Gumar V. Jarring, the United States intermediary, last week.

The sources said Friday that the Egyptian government had pledged its willingness to sign a binding peace agreement with Israel, preferring to use the word "agreement" instead of the word "treaty."

High-level Western diplomats said that from the context of the Egyptian note, they saw no juridical difference between the two phrases, explaining that what the Egyptians had called a peace agreement others could call a treaty.

These diplomats said that the Egyptian note made it clear that Cairo was prepared for the kind of binding, contractual agreement which the United States has been promoting, although the actual procedures for its signing were not spelled out.

In an interview published last Monday by Newsweek magazine, Egypt's President Anwar Sadat did not hesitate to refer to a treaty. He called the 1957 UN resolution on the Middle East—accepted by Egypt—"an embryonic peace treaty." Later, when he was asked what the terms of a peace treaty should be, he defined them in some detail. But when the Newsweek interview was reprinted in the Cairo press, the "peace treaty" phrase was omitted.

Knowledgeable diplomats said that Cairo evidently preferred the phraseology that would least offend fellow Arabs and domestic Egyptian opinion.

In actual negotiations, however, either side could decide to make an issue of semantic differences for tactical purposes, especially if there were disagreement on more critical substantive issues.

## Troop-Guerrilla Clash Delays Arafat in Confronting Critics

DAMASCUS, Feb. 21 (Reuters).—Palestinian commander Yasser Arafat returned here from Jordan tonight and immediately joined a meeting of the Palestine Liberation Organization's central committee which may air criticisms of his policies.

The session was called to discuss the agenda of a national council session opening in Cairo next week.

Mr. Arafat, the committee's chairman, had left for northern Jordan yesterday shortly before the committee held its first meeting, following the reported interception by Jordanian troops of a guerrilla unit on its way to the Israeli-occupied West Bank.

[Jordanian government forces attacked Palestinian guerrilla bases in the Jordan valley yesterday, and fighting was still going on in the early hours of today, a spokesman for the el-Fatah information office said, according to United Press International.]

The fighting started near the central Jordan valley village of Zarayya, where Jordanian forces attacked a guerrilla patrol which was on its way to the occupied West Bank for raids on Israeli positions, the spokesman said.

"Soon after the attack on our patrol, Jordanian forces began attacking our bases in the area, using heavy machine guns and artillery," the spokesman said. He said Jordanian Army mechanized units also began advancing on guerrilla bases in the vicinity.

"The new Jordanian Army attack seems like the start of something bigger planned by the agents in Amman," the spokesman said.

**Challenge to Arafat**

Mr. Arafat's leadership has been challenged by Brig. Abdel-Razak al-Yahya, commander in chief of the 10,000-strong Palestine Liberation Army, the regular force of the Palestine resistance movement.

Brig. Yahya was present when the 21-member committee began its meetings here yesterday.

In a series of memoranda, Brig. Yahya had criticized commando groups for failing to unite during last September's bloody fighting in Jordan.

He has called for reform of the 112-member Palestine National Council (parliament) but has categorically denied any crisis or deterioration of relations between his army and the resistance movement.

At its third meeting in the committee session here tonight, the committee continued its discussions of a serious attempt to achieve unity of command and action and work out a new formula for Palestinian political and military organization in the light of present developments in the area, according to committee sources.

When Mr. Arafat, the PLO chairman, did not turn up for last night's opening session, the committee was told.

## Spanish Bishops' Conference Rejects Draft of Concordat

MADRID, Feb. 21 (UPI).—Spanish bishops rejected yesterday a draft project proposing a new concordat with the Vatican, Roman Catholic sources said.

Sixty bishops attending an episcopal conference voted against the proposed bill. Ten voted in favor. Thirty were absent.

The bishops met to discuss the renewal of the concordat dating to 1953 whereby the state and the Vatican enjoy reciprocal privileges.

The new project drawn up by the Vatican and the Spanish government sought to update parts of the agreement considered obsolete by both parties.

**Partial Accords Urged**

In another vote, the same number of bishops threw out a proposal that a new draft be drawn up. They said that they would prefer partial agreements with the Vatican, the sources said.

"Independence does not mean hostility, but at the same time does not mean unconditional support for the regime," a Roman Catholic priest said.

## U.K. Unions Stage London Protest March

Thousands Assail  
Tory Crackdown

(Continued from Page 1)

secondary boycotts and a refusal to bargain seriously.

All this is totally new to the British scene. Labor relations here, in contrast to the United States since the 1930s, have always operated without any formal legislation, with vaguely worded contracts not specifically enforceable in the courts. The new measure would make such contracts enforceable.

Trade unionists bitterly oppose the bill. "It won't work," said Mike Griffin, a Welsh miner for 35 years, who helped to bust the United-colored banner reading "Penthouse Labor Opposes the Bill."

"You can't resolve industrial disputes with legislation," he said heatedly. "You can't block the unions like that. The employers can only benefit from this, not us."

**'The Bloody Tories'**

Several yards away on Hyde Park's muddy grass, Lou Botting, 47, a shop steward at the Ford Motor Co., whose workers are on strike, helped to bust the United-colored banner reading "Penthouse Labor Opposes the Bill."

Although today's demonstration was called to protest the labor bill, the march rapidly developed into a rally against Prime Minister Edward Heath's Conservative government.

Parading past the Hilton Hotel on Park Lane, and waving good-naturedly at the guests and chauffeurs peering from windows, the demonstrators shouted: "Tories out . . . Tories out."

On Piccadilly, surging toward Trafalgar Square, they shrieked in unison: "Heath must go, Heath must go!"

Thousands of striking postal workers, many in uniform, led the march and along the way sold printed postcards for 24 cents for the union's hardship fund. The cards, addressed to Mr. Heath, read: "Post office workers having a raw time. Wish you were fair. The postmen, who have halted mail service since Jan. 20, asked marchers to sign the cards and place them in a giant box on Trafalgar Square for a 'special union delivery' to the Prime Minister's residence on Downing Street."

The postmen and other trade unionists are especially bitter at the government's adamant policy of driving down the level of wage settlements. In the postal strike, for example, the government has made a 9 percent wage offer, while the Union of Post Office Workers is demanding 13 percent for its 200,000 members, who earn from \$43.20 to \$66 weekly in basic pay.

**Effulent Spirits**

During and after the march, however, a mood of ebullience—even carnival festivities—engulfed both the demonstrators and the passersby. At Trafalgar Square, a choir of elderly trade unionists sang: "When We Find That Long Lost Home Land in the Sky." On Park Lane, past the Playboy Club, women danced and a group of men sang: "Take Me Home Again, Kathleen."

At Hyde Park, as the marchers had gathered, a union leader, with a little boy beside him, shouted through a microphone: "Mr. Wilson . . . Mr. Wilson . . . we've got your ever-lovin' son Lester and the boy says he's lost. Mr. Wilson . . . Mr. Wilson . . ."

**Vatican Retires  
Curia Cardinal**

VATICAN CITY, Feb. 21 (UPI).—Another Italian cardinal has lost his membership in the central government of the Roman Catholic Church when he turned 80, as part of Pope Paul VI's drive to rejuvenate the church hierarchy.

Pietro Cardinal Parente was the first member of the Roman Curia, the church government in the Vatican, to turn 80 since a papal decree effective Jan. 1 ruled that cardinals reaching that age lose all their Curia posts and the right to elect new popes.

This means that out of 125 cardinals, only 99 would be entitled to vote for a new pope. Twenty-five cardinals were already over 80 when the decree came into force and lost their positions then.

**Tomasini Regrets  
Slur on Judges**

PARIS, Feb. 21 (UPI).—Séverin Tomasini, secretary-general of the Gaullist party, has written a letter to President Georges Pompidou expressing regret at having criticized French judges "cowardly" in their rulings.

Mr. Tomasini disapproved what he considers over-zealousness in sentencing leftist rioters.

Paris jurists marched Thursday in silent protest against Mr. Tomasini. Some demanded he be prosecuted for defaming the judges.

In his letter Mr. Tomasini said he "regretted using the word cowardly" in a statement to parliamentary reporters last week and expressed regret at having criticized French judges "cowardly" in their rulings.

Mr. Tomasini disapproved what he considers over-zealousness in sentencing leftist rioters.

**Two Philadelphia  
Policemen Slain**

PHILADELPHIA, Feb. 21 (UPI).—A vast manhunt was under way in Philadelphia this morning for the killers of two patrolmen who were shot to death in separate incidents late last night and early this morning.

More than 100 police with the aid of a helicopter and police dogs were combing a wooded area in Roxborough, the scene of a 3 a.m. shooting of 48-year-old Joseph Kelly, a 16-year veteran.

A city search also was under way for two suspects in the fatal shooting last night in North Philadelphia of Patrolman John McEntee, 25.

**15-Year Sentence  
For Drugs in Canada**

TORONTO, Feb. 21 (AP).—A 27-year-old chief from Nice, France, was sentenced Friday to 15 years in prison for importing narcotics.

Christian Jean Ambrogio was arrested at Toronto International Airport Nov. 28 when 25 pounds of heroin, valued at about \$3.5 million, was found in his luggage.

Mr. Ambrogio was found guilty of importing narcotics and was sentenced to 15 years in prison. He could have received a life sentence.



CLEANING UP—As calm returned to Reggio Calabria this weekend the big clean-up started. Here policemen unload part of the tons of trash that littered the city.

## Tape Mixup Gives U.S. a False Alert

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people would have checked it (died) right then.

[Said Mike Brown of station WJZ in Bluefield, Va., "The real bad part was when we opened the envelope (containing the day's code) and the words matched."

"I thought I was gonna have a heart attack trying to open that damn envelope," UPI quoted Dave Skinner, news director of WEVA in Emporia, Va. "I haven't felt that way since John F. Kennedy was killed."

In Washington, aides said Secretary of Defense Melvin R. Laird, ordered an immediate investigation of the incident.

The White House today also asked for a report. One official there commented: "Those responsible at NORAD (the North American Air Defense Command) will see that it does not happen again."

The Strategic Air Command ignored the alert.

At Cheyenne Mountain, Louis I. Scoyner, the civilian in charge of the National Emergency Warning Center, said of the tape mixup: "It was just a matter of grabbing the wrong one."

The technician who had "grabbed" the wrong tape said later: "I can't imagine how the hell I did it." The man, Wayland S. Eberhardt, 50, is a veteran of 15 years with the national warning system.

Mr. Scoyner, who has headed the Cheyenne Mountain civil defense center since 1968, said there was no procedure established for preventing or correcting such an erroneous message. "We just didn't see that an erroneous message could be transmitted," he said. "I damn sure won't happen again. I've got to have time to sit up here and figure out how to make this thing fail-safe."

Mr. Scoyner said the mishap "has our attention to a problem we didn't know existed" and added that it would give the warning system a chance to see where the bugs might be.

He said the mixup could have been worse—because the other emergency warning message, which was not transmitted, contains reference to an attack.

**Would Real Alert Work?**

NEW YORK, Feb. 21 (NYT).—Since the false alert looked exactly like a real one, and since many broadcasting stations did not follow the procedures called for in a real emergency, yesterday's events raised questions about the effectiveness of the civilian warning system.

A spokesman for the Office of Civil Defense in Washington, asked if the system could work in a real emergency as it did yesterday, replied: "That's one of the things I've always wondered about."

In an actual nuclear alert, the warning of impending attack would come from the NORAD staff in Cheyenne Mountain. Operators of the radar warning systems ranging the United States and Canada, would alert the American and Canadian Joint Chiefs of Staff, the governments of the two countries, the Polar missile fleet, the Strategic Air Command and the National Emergency Warning Center, which is the link with the civilian population.

**Soviets Assail Pentagon**

MOSCOW, Feb. 21 (UPI).—The Russians said today that millions of Americans were frightened into thinking nuclear war was about to begin yesterday as a result of the false emergency broadcast.

"As a result of irresponsibility of an operator at the U.S. national warning center, millions of Americans became the victims of the military psychosis whipped up by the Pentagon," the official Tass news agency said.

**Tito Reportedly Seeks  
Talks on Mideast**

CAIRO, Feb. 21 (UPI).—President Tito of Yugoslavia has suggested a meeting of nonaligned countries to study the Middle East situation, the Cairo newspaper Al-Ahram said today.

It said the Yugoslav head of state sent Zambian President Kenneth Kaunda a letter suggesting the convening of the meeting in an African capital. Before leaving Cairo, after a six-day visit, Marshal Tito assured Egyptian leaders that Yugoslavia will continue to support the Arab states in their dispute with Israel, official sources said.

**Weekly Goes Monthly**

LONDON, Feb. 21 (AP).—The Illustrated London News announced today it was changing to a monthly publication in May, James Bishop, editor of the weekly magazine, founded 123 years ago, blamed rising costs and falling revenue partly for the change, but said the prime justification for weekly publication "disappeared" beneath the revolution of television and "in depth" newspaper reporting. The magazine's circulation is 51,000.

## Colombo Warns Washington Against Protectionist Laws

By J. W. Anderson

WASHINGTON, Feb. 21 (UPI).—Italy's Premier Emilio Colombo, ending three days of top-level talks here, delivered yesterday a gentle but firm warning against a new round of economic protectionism.

His visit came at a time when the United States and the European Common Market each fear that the other may be turning protectionist. European anxiety is focused on the import quota bill pending in Congress.

Each nation has a responsibility, Mr. Colombo declared in an interview to handle rising imports without legislation that harms other countries' economies.

Imports are also having a domestic impact in Italy.

"This creates problems that we should not pass on to you—and vice versa," Premier Colombo said.

He noted that a new surge of protectionism would have effects reaching far beyond textiles and shoes.

Good trade relations, he said, involve the same "spirit of cooperation" that underlies "collective responsibilities" such as the defense of the Western world, the financing of world trade, aid to developing countries and the international monetary equilibrium.

**2 Talks With Nixon**

After his second talk with President Nixon, Mr. Colombo left Washington for three days of further travel in the United States.

[The Associated Press reported that Mr. Colombo's visit to Washington was "most constructive and important." Speaking through a White House aide, Mr. Nixon said the visit gave "concrete testimony to the importance and vitality of the U.S.-Italian relationship."

In an interview before leaving Washington, the Italian premier: "I said that despite the appearance of instability—Mr. Colombo's cabinet is the ninth in eight years—the Italian system of government is stronger than it seems. It has preserved Italian liberty and democracy for 25 years, he observed, "when in the Mediterranean area, these two values are not among the most respected."

Called the NATO Alliance "irreproachable," it is the basis, he declared, for all Western negotiations with the Soviet bloc, including any future European security conference and the Ostpolitik West Germany's campaign to develop closer relations with its neighbors to the east.

Mr. Colombo said that he had suggested to American officials a continuous process of transatlantic trade consultation, involving the total multi-billion-dollar flow of goods instead of focusing on a few politically hot items.

Mr. Colombo, himself a southerner, spoke with special warmth of his plans to give the Italian south a larger share of his nation's soaring postwar prosperity.

**Also Visits Boston**

BOSTON, Feb. 21 (AP).—Mr. Colombo arrived in Boston today for a six-hour visit which included a dinner with Mayor John F. Collins.

**\$160,000 Painting  
Recovered at Lucca**

LUCCA, Italy, Feb. 21 (AP).—A 15th-century painting worth \$160,000 stolen Wednesday from St. Peter's Church in Lucca was recovered Friday in a private home, police said.

The painting is believed to be the work of Francesco Anguillini. There was no word of any arrests.

**Thailand's Embassy  
In Cambodia Bombed**

PHNOM PENH, Feb. 21 (Reuters).—A large bomb explosion rocked the Thai Embassy, in central Phnom Penh, yesterday morning.

The blast, which resounded throughout the city, damaged at least two floors of a building at the rear of the embassy grounds on one of the capital's two main streets. Two local women employees, one of them carrying a young baby, were slightly injured.

## Reggio Area Still Defies Police Order

Effort to Clear Out  
Sbarre Again Delayed

REGGIO CALABRIA, Italy, Feb. 21 (AP).—The Sbarre neighborhood continued its revolt today but opened its barricades to let soccer fans reach a game.

The archbishop of Reggio, the Most Rev. Giovanni Ferro, meanwhile, also gained entry to the embattled zone to celebrate an afternoon mass and to try to persuade the residents to stop their resistance. But hundreds of persons drowned him out with shouts of "Reggio the first city."

Police leveled small barricades erected in the Santa Caterina section of Reggio but held off for another day the plans to assault on Sbarre's barriers of broken-down cars, railroad ties and bars of iron and steel. Police Chief Emilio Santillo flew to Rome to confer with higher authorities on how to end Sbarre's revolt.

Sbarre's residents did allow sports fans to pass through the neighborhood to reach the stadium where Reggio's team played Cescia in a minor-league soccer game. But they showed no signs of capitulating to police.

Yesterday, militants (rebombard) a police truck which ventured close to the Sbarre neighborhood. Police in the vehicle escaped injury. Later, demonstrators burned a car.

About 500 postal and railroad workers announced yesterday that they would not return to their jobs until authorities put armed guards around their buildings to avert bomb attacks. Terrorist explosions have damaged several public buildings here.

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## North Vietnamese Attacks Stall Saigon's Drive in Laos

(Continued from Page 1)

shot down during the operation. Some of them were not reported by the U.S. command because they had been recovered.

A South Vietnamese spokesman at Quang Tri said that Saigon forces, backed by American bombers and helicopter gunships, had killed 639 North Vietnamese troops since last Thursday around the ranger patrol bases. A communiqué from South Vietnamese headquarters in Saigon claimed 787 North Vietnamese troops killed in the entire operation.

South Vietnamese casualties since the operation began Feb. 8 were reported officially as 184 men killed and 691 wounded.

The U.S. command reported two sharp attacks Friday and yesterday on American positions north of the Sanh. A spokesman said five Americans were killed; 14 wounded and three missing.

U.S. B-52 bombers, meanwhile, launched raids inside South Vietnam for the first time in nearly two weeks. The bombers attacked a menacing North Vietnamese buildup threatening American forces just to the south of the Demilitarized Zone.

Five 140-mm. rockets hit Da Nang Air Base early this morning, destroying a C-130 transport plane which was to have taken off for

the high command communiqué said fighting erupted on a stretch of Route 1 east of the Mekong River, and about 35 miles southeast of the Cambodian capital and that fighting at the village of Kar Andouk was reported to be still raging this morning.

Air strikes were called in to break up Communist troop concentrations, the communiqué stated.

Refused to leave the base on other helicopters that have been able to land there since then.

The Nixon administration has said no U.S. troops will be used on the ground in Laos in either combat or advisory roles. Sgt. Fujii is there apparently by his own decision.

"Fujii said he is going to be the last man out," said one pilot on returning to Eke Sanh from a mission to the base today.

Sgt. Fujii received a wound in his left shoulder shortly after arriving at the base, pilots said.

One section of the base was abandoned last night, the rangers pulling back to the other section where Sgt. Fujii has stationed himself.

**WEATHER**

ALBUQUERQUE	13	Sunny
ANNEAPOLIS	18	Cloudy
ANIMAS	12	Very cloudy
ATLANTA	10	Sunny
BALTIMORE	22	Cloudy
BELGRADE	5	Overcast
BELLEVILLE	6	Cloudy
BIRMINGHAM	9	Very cloudy
BOSTON	7	Cloudy
BUFFALO	21	Sunny
CALABRIA	22	Partly cloudy
COLUMBUS	3	Rain
COSIA D. SOL.	18	Sunny
DALLAS	6	Cloudy
DENVER	8	Cloudy
FLORENCE	13	Sunny
FRANKFURT	3	Rain
GENEVA	6	Rain
HELSINKI	12	Overcast
ISTANBUL	11	Very cloudy
LAS PALMAS	12	Very cloudy
LONDON	18	Sunny
MADRID	12	Cloudy
MILAN	18	Sunny
MONTREAL	21	Cloudy
MOSCOW	10	Overcast
MUNICH	2	Partly cloudy
NEW YORK	26	Cloudy
NICE	14	Sunny
OSLO	10	Sunny
PARIS	10	Very cloudy
PRAGUE	6	Sunny
ROME	14	Sunny
SOFIA	2	Overcast
STOCKHOLM	2	Sunny
TALIN	27	Very cloudy
TORONTO	12	Cloudy
VIENNA	8	Partly cloudy
WARSAW	2	Overcast
WASHINGTON	18	Sunny
ZURICH	4	Over



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## Laos: The End of the Line

The proof of the Laotian "incursion" was always going to be in the results. If it worked as advertised, fine. If not, it would inevitably be on the President's head because, in the finest tradition of this war, he acted on his own, without warning, and with the familiar promises of glittering achievement readily at hand. That said, it needs to be added that there can be no comfort for the war critics in the grim dispatches from southern Laos, or in the word of new threats to the Laotian government in the north, or in the reports of new troubles for South Vietnamese forces in Cambodia. Contrary to the mean-minded assertion of Sen. Dole, the Republican party chairman, very few opponents of the war seriously want the Communists to win. And there would be nothing to be gained, in any case, by putting the administration under pressure to proceed from a failure of its Laotian enterprise to a fresh search for some other quick fix—some new "decisive act" or "bold stroke" or "Dien Bien Phu in reverse"; some illusory piling shot that will insure our safe and orderly disengagement from the war.

That has been our trouble all along: The hard sell which begets the new euphoria of the White House briefers and the Alsop brothers, which is in turn the mother of hysteria among the critics—the talk of Laos as a "burial ground" for Vietnamization and of a sure road to ever-wider war. In the process all distinction is lost between what the President is trying to do and what his critics think will be the consequences of what he does. We can all speculate about the latter. But it is useful, now and again, to recall what the administration has actually done and what it actually says it intends to do. It has cut American casualties drastically, even when allowance is made for the Laotian helicopter losses; it has withdrawn nearly a quarter of a million U.S. troops; it is turning more and more of the fighting over to the South Vietnamese. These are facts, and they are not altered by the possibility of a setback for the South Vietnamese in Laos. What is more, they are facts with a certain momentum of their own which is going to have some bearing on what the administration is actually able to do by way of influencing the outcome of the war.

So we see no reason not to believe that Secretary Rogers means it when he says that President Nixon's policy is "to withdraw troops from Indochina, South Vietnam particularly, in an orderly way, as soon as we can, consistent with the policy of this administration, consistent with the sacrifices that this nation has made over the years, in a way that will not be a total repudiation of all our nation has stood for."

And we see no reason to doubt that Mr. Rogers also means it when he says:

"We are going to continue that policy. We couldn't change that under any conditions. The imperatives are such that we have to continue that program, and we are going to continue it. . . All our planning is based on the withdrawal of our troops."

In fact, President Nixon has been astonishingly consistent about his Vietnam policy. Though he did not, as he would have us believe, invent "Vietnamization" (in November, 1967, Gen. Westmoreland publicly outlined a detailed, four-phase plan under

which the United States would become "progressively superfluous"), Mr. Nixon was advocating that very course in his pitch to Republican convention delegates at Miami Beach in 1968. Since then he has publicly pledged the ultimate withdrawal of all American forces, including air and logistical, subject only to the time it would take to train the South Vietnamese; and he has expressed, also in public, his willingness to accept an outcome which could bring the Communists to power in Vietnam, so long as the South Vietnamese can reasonably be said to have been given a fair opportunity to work out their own destiny.

So we are not among those who think that the President secretly intends to "win," or believes deep down that the North Vietnamese can be bombed into submission, or means to maintain American forces in South Vietnam indefinitely. Our concern, rather, is not so much with the administration's ends as it is with the particular way it goes about achieving them. By this we do not mean the masterplan, although there is ample room for reservations about that. What is disturbing to us is the way this administration calculates the risks. That and the glib assurances; the stubborn refusal to prepare public opinion for the unforeseen consequences; the facile promises to "end the war" and secure a "just peace" when the very best that Vietnamization—or more properly, de-Americanization—can offer is our extrication from Vietnam. "Don't they know we're getting out," Secretary Rogers is said to exclaim in anguished tones to visitors, and our answer would have to be yes—and no. Yes, in the sense that we accept the intent. But no, in the sense that all a bystander can "know" for certain is what has gone before: That every new initiative of ours has been met by some countermove or another on the part of the enemy; that the North Vietnamese have proved themselves almost infinitely resilient and resourceful; that the enemy is in a position to damage our interests in a rich variety of ways for which B-52s are not necessarily an effective remedy—by stepped-up terror, for example, or by merely lying low and buying time, or by a quick grab for all of Laos, or of Cambodia, or by a drive down through the DMZ.

And what if the South Vietnamese expeditionary force is badly chewed up in southern Laos? What are we then to make of the easy talk of turning points and decisive action and all the rest?

This, then, is why one must wish profoundly for success in Laos. But it does not follow that a failure in Laos would oblige us to proceed from the original rationale to new measures—to a new search for a quick fix. Somewhere in between euphoria and hysteria there is a better solution and it will have to begin with a reassessment of the mission—and of the risks. It will have to begin with an insistence—if not by the administration, then by Congress—that there is a limit to our capacity to dictate the destiny of South Vietnam; that there are more risks in reckless advocacy of "incursions" into North Vietnam than there are in proceeding with withdrawal and in winding up our role; that there is no quick fix. That Laos, in short, is the end of the line.

THE WASHINGTON POST.

## Regaining the Trade Initiative

The Mills bill, the most protectionist trade legislation since the disastrous Smoot-Hawley Act of 1930, was blocked in the last session of Congress by a determined group of liberal traders in the Senate, aided by the Senate logjam resulting from Sen. Long's folly in seeking to couple Social Security liberalization, welfare reform and trade.

Chairman Wilbur Mills of the House Ways and Means Committee has now reintroduced his bill, complete with import quotas on textiles, shoes and—via a trigger mechanism—a long list of other goods.

Aware of European warnings of "inevitable reprisals," Mr. Mills appears to lack ardor for his own measure. And the Nixon administration would prefer less protectionist legislation, although the President is still determined to make good on his commitment to the textile industry to restrict Japanese imports. The White House continues to see the Mills bill as a useful bargaining weapon in its effort—unsuccessful to date—to get the Japanese to accept "voluntary" textile quotas.

It was Mr. Nixon's decision to seek legislative textile quotas that opened the Pandora's box for quota protection for other industries. The White House hopes to avoid a rerun of last year's fiasco by making a deal with Japan that would eliminate compulsory textile quotas from the trade bill. Even

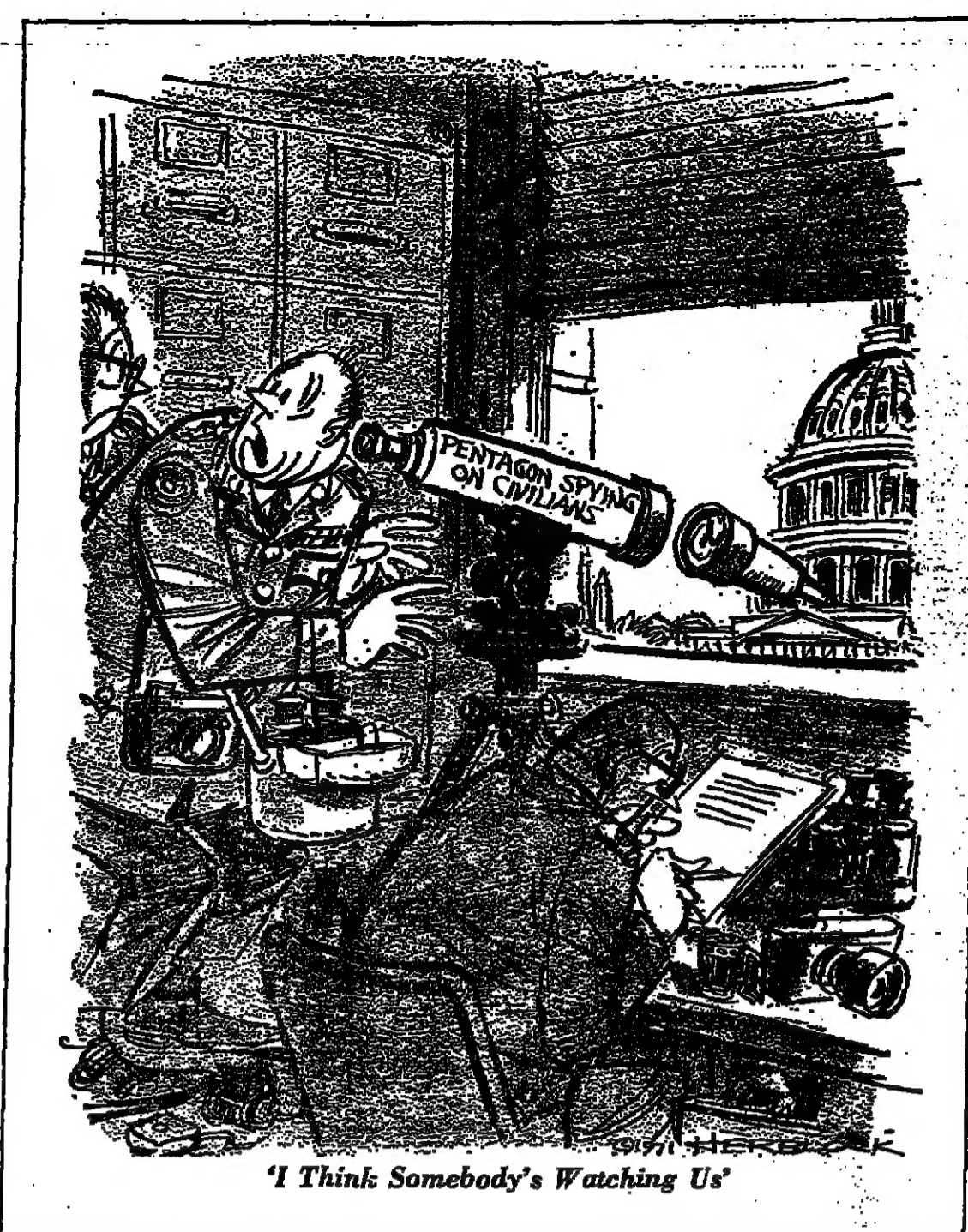
barring that, it hopes through Tariff Commission action to blunt the support of the shoe industry for import quotas.

Whatever the outcome of the moves, it is obvious that the American oil industry intends to cling to its highly restrictive import quotas, the steel industry to its voluntary quotas and the textile industry to its demands for one kind or the other. Other industries are bound to demand similar protection unless the administration makes a real fight for liberal trade policies.

Tired of waiting for the administration to match its actions to its liberal trade rhetoric, three senators—Harris of Oklahoma, Javits of New York and Mondale of Minnesota—are planning to seize the initiative by introducing a trade bill of their own. Their bill would give the President authority to bargain for mutual reduction of both tariff and nontariff barriers; it would increase his ability to retaliate against unfair trade practices by others, and it would aim at building a more effective program of adjustment assistance for firms and workers hurt by rising imports.

Just as foreign governments helped to slow down the drive for American protectionism by threatening retaliation last year, they could now augment the effort for a renewed U.S. liberal trade initiative by showing their readiness to respond in kind.

THE NEW YORK TIMES.



## Arms and the Frenchman

By C. L. Sulzberger

PARIS—A certain American envoy to France, named Benjamin Franklin, used to say honestly was the best policy and this is what the French today assert with respect to their enormous arms trade with the rest of the world, a commerce described by rivals or disappointed clients as "war-mongering" or "outrageous." French arms policy may be cynical but it is not obscured by cant.

Paris, which has now replaced London as No. 3 arms export capital (after Washington and Moscow) contends quite bluntly that it sells weapons on a strictly business basis in the national interest, is no merchant of death and simply provides what others would provide if the French didn't offer better goods or better terms.

As a consequence of this straightforward approach to a highly charged subject the French brought their total foreign military orders last year to well over \$1 billion. Since January, 1969, sales have been arranged or negotiations begun with no less than 26 countries.

The two most contentious regions involved, politically speaking, are Latin America and South Africa. French arms salesmen, under their director Hughes de L'Estolle, have moved into the Latin American market previously regarded as Washington's exclusive bailiwick, thus clearly reducing dependence on the United States of several nations in the Monroe Doctrine area.

### Some Clients

Recently agreements have been made or are under negotiation with Argentina, Brazil, Chile, Colombia, Ecuador, Guatemala, Panama, Peru and Venezuela. These mostly involve Mirage jets but some concern Fregat Magister trainers, AMX tanks, Alouette helicopters, gunboats and Exocet sea-to-sea missiles. The biggest single accord was arranged last year with Argentina for 106 Mirage-Vs.

Effective intrusion into the Latin market has obvious political repercussions because of its heritage of anti-Yankee feeling and also because of the rising tide of revolutions stressing hostility to Washington. The only equally explosive area of French arms penetration is South Africa. In 1969, Paris sold 43 Mirage-IIIs

and three Mirage-IIIB jets to Pretoria. A new contract is being negotiated for 100 Mirage-Milans. The French have sold helicopters and Panhard armored cars (both effective against guerrillas) and are developing their surface-to-surface Cactus guided missile in South Africa with Pretoria paying about three-fourths its cost.

Astonishingly, this produces few complaints against Paris from the many black or pro-black African clients of France's armaments industry including Cameroon, Congo, Gabon, Ivory Coast, Kenya, Senegal, Algeria, Libya, Morocco and Tunisia. Indeed, the largest contract yet made by the manufacturers of the Mirage was for the sale of 110 of these remarkable jets to leftist, revolutionary Libya which violently dislikes South Africa.

### Enraged Britain

This unembarrassed export to both sides of the African dispute enrages Britain, which keeps raking dissolution of the Commonwealth by angry black states every time limited military sales to Pretoria are mentioned.

That liberal newspaper, the Guardian, reported recently:

"The extraordinary manner by which France has managed to carry on its arms sales to South Africa without major challenges was never more marked than when President Kaunda visited Paris last autumn after his first angry confrontation with Mr. Heath over the South African arms issue."

"There is little doubt that France stands ready to fill the gap if Britain were after all to decide against an arms deal with South Africa. Nevertheless President Kaunda emerged from his session with Monsieur Pompidou mollified and off the warpath against France."

The only obviously political restriction on French arms salesmen has been vis-à-vis Israel, which bought and paid for 50 Mirage-Vs never licensed for export because of the later embargo on weapons sales to that little country. Aircraft manufacturers ultimately lost little by the boycott since the French Air Force itself has purchased only about 400 of the 1,200 Mirages so far manufactured. The rest have gone to 13 foreign lands.

By outright come-and-get-it arms dealing, a policy which doesn't even pretend to adhere to any limitations equivalent to the moral, Russian or British salesmen, France has accomplished three things it values in the national interest.

It has gained immense prestige for the excellence of its weapons, above all (paradoxically) by Israel's extraordinarily effective use of the Mirages it had bought before the embargo. France, moreover, has balanced its foreign trade, with arms exports comprising 8 percent of all sales and more than a quarter of manufactured equipment shipped abroad. And it has earned enough to pay entirely for the research and development program of the high quality French armaments industry.

It would not be worth mentioning, except that it has a certain symbolic significance. Rightly or wrongly, after all, the United States by now has a heavy investment of blood and treasure in the Vietnamese war. What mainly matters, therefore, is what happens in Vietnam. But while Washington tries to get so much attention, what is really happening in Vietnam is quite impossible to discover from each morning's news.

To make this contrast worse, what is happening in Vietnam grows daily more significant. It is a ten-to-one bet, for instance, that only a tiny minority of those who read these words will have grasped the fact that there is serious fighting going on in Cambodia. This is in the area of the Chup plantation and northwards.

The fact, itself has been dimly recorded here and there. Yet neither the nature, nor the purposes, nor the meaning of the South Vietnamese offensive in this part of Cambodia have found their way into print.

The nature of the fighting is simple enough. The flamboyant but able Gen. Do Cao Tri is leading his South Vietnamese forces against the enemy, in what was supposed to be the new North-Vietnamese fortress-base area in Cambodia. With less than two South Vietnamese divisions, Gen. Tri has been taking on Hanoi's Fifth, Seventh and Ninth Divisions—which used to be three of the most feared enemy units in South Vietnam.

The grisly "body-counts" have been recorded, here and there. Yet neither the nature, nor the purposes, nor the meaning of the South Vietnamese offensive in this part of Cambodia have found their way into print.

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The International Herald Tribune welcomes letters from readers. Short letters have a better chance of being published. All letters are subject to condensation for space reasons. Anonymous letters will not be considered for publication. Writers may request that their letters be signed only with initials, but preference will be given to those fully signed and bearing the writer's complete address.

## Nixon's Asia Policy Study in Contradiction

By James Reston

WASHINGTON—The latest official explanation of the President's Indochina policy is that "he is backing out of the saloon with both guns firing," but there is a catch to this:

He insists that the guys in the white hats keep control of the saloon before he leaves town. He wants a non-Communist bartender, and a non-Communist sheriff, and a secure non-Communist town before he rides away into the sunset of November, 1972. It is a logical personal and political strategy, but it is a military and political strategy of what he calls the Laos "incursion," to "insure our withdrawal, to reduce our casualties, and to shorten the war," then this can clearly be negotiated with Hanoi and the National Liberation Front.

There is something, not only logical, but almost diabolical in his present strategy. If, as the President implies, the invasion of Laos is critical and may even be decisive in the war and "what" he thought we should fight for it, if, as he emphasizes, the main point of what he calls the Laos "incursion" is to "insure our withdrawal, to reduce our casualties, and to shorten the war," then this can clearly be negotiated with Hanoi and the National Liberation Front.

Hanoi and the Viet Cong are not going to refuse to agree to the departure of the American troops. If this is really the President's purpose, he can get the boys back home and end the casualties and shorten the war. He can negotiate this, he doesn't have to fight for it in Laos or anywhere else.

But this is clearly the puzzling point. He must have another purpose, and the guess here is that his purpose is really to maintain a non-Communist regime in Saigon. Indeed this has been central to the struggle from the very beginning. There is a good argument for it, but the thing should be stated plainly and clearly: Who will control Vietnam? The Communists or the non-Communists? This is what the battle is all about and at least it ought to be made clear.

Contradiction Nixon presented the Laos adventure last week as if it would settle everything. The North Vietnamese, he said, "have to fight here or give up the struggle to conquer South Vietnam, Cambodia, and give up their influence extending through Southeast Asia." But why do they have to do so? They can withdraw and wait, while Nixon brings the boys back home. They have been fighting the Chinese, the French, the Japanese, and themselves for thousands of years. They can lose and retreat into the jungle and try again, after Nixon has kept his promise to withdraw our men. After all, November, 1972, means nothing to them.

It is this contradiction of withdrawing American troops and leaving the battle to the South Vietnamese that is tearing up this capital. This is a political city, and everybody understands the President's dilemma. In fact, most people here understand his political strategy, and agree that he can probably hold the line with air power through the next couple of years.

But all this is a little more complicated than "backing out of the saloon." The hills are full of black hats in that part of the world, and they are still going to be around long after Nixon has retired to San Clemente.

The world's first Stalinist, the Chinese political philosopher Lao Tzu, remarked bleakly about 2,400 years ago, "If a state emphasizes the light and ignores the heavy, that state is doomed." The rule can one day apply to the trade of reporting facts if trivia always gets most of the attention while serious facts are either downgraded or actually misreported, as so often in Vietnam and also in other cases like the silly business of alleged Panther genocide.

Gen. Hoang Phung Lam attain their ultimate objective, they will be a swathe of the trail-complex about fifty miles wide and thirty-five miles deep. That means the equivalent of two South Vietnamese divisions holding a salient whose northern and southern flanks will each be thirty-five miles long—and in very rough, enemy-infested country.

The very fact that Gen. Creighton Abrams has been eager to mount such an operation speaks volumes about his confidence in Vietnamization. If the operation succeeds (and the "if" is again crucial) about 130,000 North Vietnamese troops and support personnel will also be cut off to the south of the trail-cut, at any rate until the next dry season begins in December, 1971.

Proportionally, that means for Hanoi the equivalent for Washington of 1,300,000 Americans left without supply, reinforcement and, in a good many cases, even ten months of the rain season. For the readers who have followed this report thus far, one wonders how many have previously been made aware of that remarkable fact, or of more than the thinnest proportion of the other foregoing facts.

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# Cabinet Fired President Pakistan

1 of Nation's  
West Dispute

ISLAMABAD, Pakistan, Feb. 21 (AP).—President Yahya Khan announced that he was firing his cabinet of ten civil

servants in a brief announcement said he had made the decision "in the interest of the political situation in the country."

The news comes ten days before the National Assembly is due to convene in Islamabad.

The president had promised to dissolve the two-year old military government if the assembly adopted a constitution that does not tend to further the eastern and western parts of the country.

League Majority  
The elections gave Sheikh Mujibur Rahman's Awami League an

absolute majority. The league is expected to achieve wide support in East Pakistan.

Mujibur Rahman, who was the leader of the Awami League in the 1970 elections, announced that his 33 members will not go to Dacca because Mujibur refuses to accept any modification of his

constitution. They consider their function would merely be to rubber-stamp a dictated constitution.

At the end of a weekend conference in Karachi, a People's Party spokesman said that if the party convenes in their assembly they will take action "to be a revolutionary and progressive."

He declined to elaborate. In Karachi today, Mr. Bhutto returned to a party conference of 600 members on his talks with President Yahya on Friday.

5-Hour Discussion  
Bhutto came for a five-hour session at the president's request, so discussions were not held in the morning.

Mr. Bhutto and the president had talks with Sheikh Mujibur and minor party leaders. The talks were held in the morning.

Mr. Bhutto has not left the country since the 1970 elections. He is a public figure, he is not "the Bengali nation" not "the Bengali nation."

Buildup Reported  
WALPOND, Feb. 21 (AP).—Pakistan have been building up forces along the West

border following the decision of an Indian Airlines plane to fly to Lahore. Feb. 2, an Indian military source said today, we

was no official military action of a buildup. But Mr. Bhutto, chairman of the West

Pakistan Peoples Party, said today that the border is in an "eye-to-eye" position.

He said the United Nations Commission for Kashmir was concerned at the

border situation.

Conferees  
Each Pacts on  
Peace and Food

EVA, Feb. 21 (NYT).—A Nations conference ended a week session today by adopting a three-year pact on food for the world's poorest

countries. Both new pacts are to take effect on July 1 in replacement of expiring agreements.

The new wheat agreement falls far short of the earlier accord by failing to set minimum and maximum

prices for the grain. It is a forum which leaves the door open for the calling of an

conference whenever an agreement appears possible.

Approval of the wheat pact is possible when the Soviet Union withdrew its opposition to

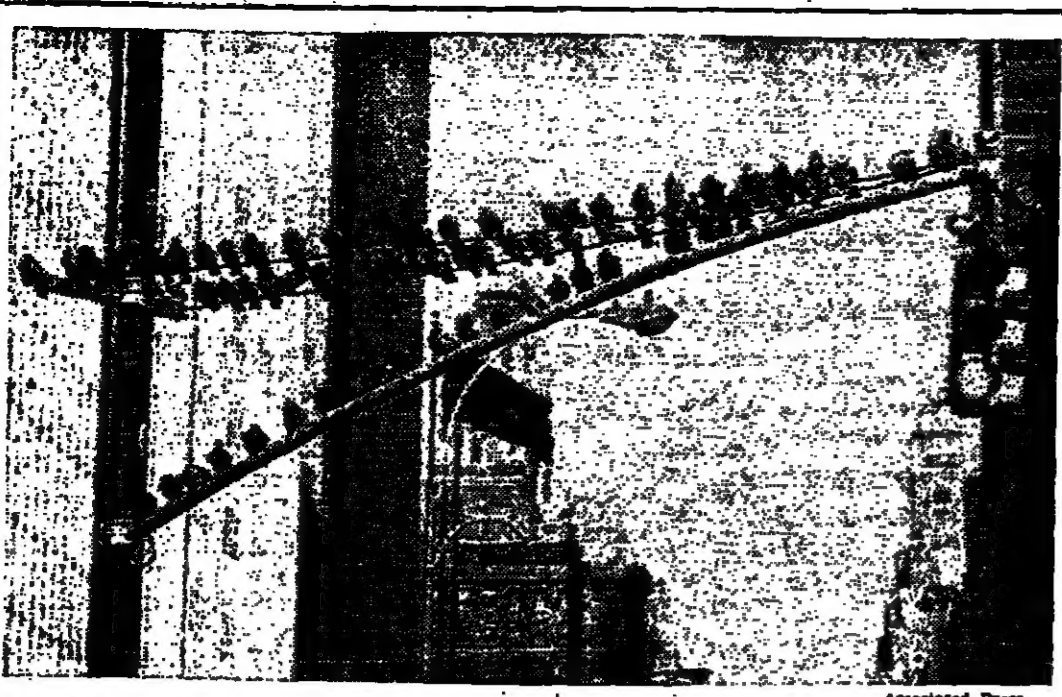
participation of the European Economic Community with the status as a national govern-

ment.

Police in Venice  
and 15 Stolen  
Works of Art

ICE, Feb. 21 (AP).—Fifteen paintings valued at \$30 million have been recovered by police last

night, taken from the home of a man who had hidden them in a



SPLIT-LEVEL HOUSING—The apartment problem being what it is in New York City, even pigeons have to adapt to some form of high-rise housing. Here, the gray-feathered bunch share communal pad on a traffic light hanging over mid-Manhattan.

## 'Grande Dame' of German Theater Actress Tilla Durieux Is Dead at 90

BERLIN, Feb. 21 (UPI).—Tilla Durieux, 90, Germany's Viennese-born "Grande Dame" of the stage, died today.

Mrs. Durieux, married three times but childless, suffered a broken thigh in a fall Jan. 28, which necessitated surgery. She appeared to have withstood the effects of the operation but a close friend said she had a heart defect which claimed her life.

In December she was presented with the West German Legion of Merit. East Germany made her an honorary member of its German Theater.

In a condolence telegram, West German President Gustav Heinemann described her as "a talented actress and a great lady."

"Everything," West Berlin Mayor Klaus Schur declared, "that was developed in the theater in this century, she helped fashion... With her passing, a whole epoch of German and Berlin theater is coming to an end."

Mrs. Durieux began her career in 1901 and two years later rose to stardom as a discovery of the legendary Berlin director Max Reinhardt, playing a saucy "Salome."

In 1913, she pioneered the role of Ellen Osolette in a Berlin production of George Bernard Shaw's "Pygmalion."

In 1933 she fled Nazi Germany with her Jewish husband to go into exile in Yugoslavia. In 1935, at the age of 34, she returned to Berlin to begin her career anew.

Asked why she came back to Germany, she replied in an interview, "I am an actress not a seamstress."

She had made her living in exile by sewing. At age 55, she played the starring role of Madame Karina in Andre Roussin's "The Chairvoyant" in which she was onstage for all but a few moments in the five-act, two-act play.

Born Ottilie Goddard on Aug. 18, 1880, the daughter of a professor of chemistry, Mrs. Durieux abandoned her ambitions for her to become a pianist at age 15 when she saw Sarah Bernhardt perform in Vienna.

She liked to recall fondly a painting of her done by August Renoir in Paris more than a half century ago which now hangs in the New

York Metropolitan Museum of Art. "It is called 'Unknown Woman,'" she would say with a smile, "but it is not an unknown woman. It is I."

Conger Reynolds  
LA JOLLA, Calif., Feb. 21 (AP).—Conger Reynolds, 78, founder of the University of Iowa School of Journalism and a retired foreign

service officer, died Wednesday. Mr. Reynolds served in France in World War I as an Army information officer and later became managing editor of the Paris edition of the Chicago Tribune

and assistant director of its foreign news service. From 1922 to 1928, he was in the U.S. consular service as vice-consul in Halifax, Nova Scotia, and Stuttgart, Germany.

Charles A. Berns  
PALM SPRINGS, Calif., Feb. 21 (AP).—Charles A. Berns, 69, the son of immigrant parents who rose from a store clerk's job to found the "21" Club restaurant in New York and later the "21"

Brands, Inc., liquor company, died Friday of a heart attack while on vacation.

Arthur Steffington  
LONDON, Feb. 21 (AP).—Arthur Steffington, 61, Socialist who was chairman of Britain's Labor party last year, died Friday after a long

illness. Mr. Steffington first entered Parliament in the Laborite landslide of 1945. He served as a junior minister in the administration of Harold Wilson which was ousted last June.

George Lepape  
PARIS, Feb. 21 (AP).—French painter Georges Lepape, 83, died Friday. Mr. Lepape, father of painter Claude Lepape, was considered a great portraitist. He also

designed theatrical sets and costumes, participated in the decoration of the French luxury liner Normandie, and illustrated works of Colette, Paul Gaudy, Alfred de Musset and Sacha Guitry.

Romania Opposes Emigration  
By Germans, Other Minorities

VIENNA, Feb. 21 (AP).—Romanian President Nicolae Ceausescu has urged the 300,000 ethnic Germans and other minorities living in Romania to reduce their family reunification efforts to a minimum.

His speech suggested that minorities continue to be a problem in Romania. His speech at a plenary meeting of the "Council of the Working People of German Nationality" held in Bucharest on Friday also indicated that Romania, unlike Poland, would not be willing to reach formal agreement with West Germany or Austria on the reunification of families.

In 1959, the Romanian and the West German Red Cross organizations signed a document pledging

## White-Collar Soviet Jobless Get Insurance

Other Unemployed  
So Far Don't Have It

By Bernard Gwertzman  
MOSCOW, Feb. 21 (NYT).—A Soviet economics journal disclosed yesterday that white-collar workers laid off as part of a nationwide

pairing of administrative staffs have been eligible for nearly a year to receive a form of unemployment insurance while training for new jobs.

According to an article in Voprosy Ekonomiki, the Soviet Council of Ministers issued an unpublished decree last Feb. 27 that provided up to three months' salary for former bureaucrats, who were to receive retraining for jobs in industry.

Until now there had been no way of ensuring a man's income "between jobs," and this made it difficult for enterprises to comply with frequent directives to reduce the size of their staffs. Under Soviet law, a man could not be fired unless he received a new job.

But because the Soviet Union suffers from a shortage of workers in many areas, several economists have argued the need for a new law allowing enterprises to free surplus labor and providing a sort of unemployment insurance in the interim before the worker found a new job.

V. Guseinov and V. Korzhagin, in their article in Voprosy Ekonomiki, cited the Council of Ministers' decree as a positive step but noted that it only affects administrative personnel. They recommended adoption of a law passed in Bulgaria in 1967 which permits laid-off workers to receive their full salaries for up to six months if they are undergoing retraining. If not being trained, a laid-off worker would get his full salary for a month and 50 percent of that sum for each succeeding month until a total of 156 working days was reached.

Vasily F. Garbuzov, the Minister of Finance, in his budget report to the Supreme Soviet, said some 200,000 workers must find other jobs this year, in addition to an unspecified but larger number from the bureaucracy.

The Soviet Union has prided itself on having no unemployment since 1931, and therefore officials have been reluctant to concede there might be reason to have some now.

Moreover, Soviet workers often live in apartment houses erected by their plant and spend their off-hours in factory clubs and rest homes. Being forced to leave the factory would cause severe psychological problems for many, some Soviet specialists have said.

Justified Cases  
This question [of reunification of families] must not be understood unilaterally... he said.

"There were and remain certain justified cases. But if we continue... to accept that anyone leaving the country takes also for his family to leave, then we will never come to an end."

"We do not consider this a real problem which deserves much attention," he added.

"Of course, there are isolated cases and we will have to continue to solve them in the spirit of humanitarian characteristic of our society," he said.

According to Western estimates, of the original 54,000 ethnic Germans who asked for permission to leave Romania for family reasons, less than one-third were able to leave Romania for West Germany or Austria.

Many of about 80,000 German-speaking Romanians taken to Russia after World War II and many of those who served in the German Army during the war wound up in the West.

5th Local Leader  
Fired by Gierk

WARSAW, Feb. 21 (NYT).—Poland's new leaders continued their purge of provincial party chiefs today by replacing the Warsaw party chairman with one of his deputies.

It was the fifth such change in the past week and the ninth since Edward Gierk replaced Wladyslaw Gomulka as Communist party leader after a week of riots in December.

Mr. Gierk and other Politburo members have been touring the provinces for more than a week in what a Warsaw radio commentator said was "an avalanche of activity" prior to the establishment of new policies.

## Breaking Japanese Tradition

### Hirohito Is Said to Schedule Visit to Europe for the Fall

By Don Shannon  
TOKYO, Feb. 21.—Emperor Hirohito is planning a trip to Europe next October. It would be the first time in the claimed 2,000-year history of the imperial line that a reigning monarch has left Japan.

The emperor, who will be 70 on April 29, said last fall that he would like to go overseas again, but few expected him to violate the unwritten law against foreign travel. Because in ancient times emperors occasionally retired and were then free to leave Japan, the news caused some speculation that Hirohito might be preparing to step down after 49 years on the throne.

There is technically no barrier to travel now, however, because a 1946 law authorized Crown Prince Akihito, now 37, to act in his father's absence to approve laws and perform other official functions.

Just 50 years ago, the emperor, as crown prince, made a six-month trip to Europe, visiting Britain, France, Belgium and Italy. In World War I allies of Japan, Emperor Nagako, 63, has never been outside her native land.

This year the itinerary would include only Britain, Belgium and West Germany, in a two-week swing.

Possible Itinerary  
The Associated Press said the emperor and empress would visit France and the Netherlands also, but on an unofficial basis. The stops in the other countries would be state visits, AP reported.

It said the Japanese cabinet would meet Tuesday to make a formal decision, although approval of the trip is considered a foregone conclusion.

West German Ambassador Hans Krug left Tokyo Friday for home, ostensibly to help arrange the visit by the imperial couple, although neither the German Embassy nor others involved would officially confirm the travel plans.

Foreign Minister Kiichi Aichi refused comment on the story, which first appeared in yesterday's edition of the Asahi Shimbun newspaper here. However, director-general Takeshi Uesugi of the imperial household agency said as much as confirmed the trip, although he said it is "not yet at the stage where it can be officially announced."

The effect of such a trip on older Japanese could be compared, perhaps, to American reaction if it were announced that President Nixon would make the next trip to the moon. Until now, it was firmly believed by most that any changes in traditional imperial etiquette would await the reign of

Akihito and his commoner wife, who have already broken one of the key traditions in the former imperial system by their marriage.

Fond Memories  
Hirohito is known to have kept an affectionate memory of his long-ago visit to the outside world, particularly of his stay with the British royal family. Two of its younger generation, Prince Charles and Princess Margaret, visited Japan last year.

He returned to Japan with ideas of reproducing here the more informal life of the constitutional monarchy in Britain, but conservative advisers thrust him firmly behind the "chrysanthemum curtain" as a semi-divine figure to be seen rarely and heard less. He emerged only briefly after World War II when he was "de-godded" by the U.S. occupation and for the first time allowed to mix with ordinary subjects.

In the years since then, the emperor has withdrawn increasingly from all except formal public appearances, devoting himself to his principal hobby—marine biology. The empress is an amateur artist in the classic Japanese style.

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## Catholic Left Meeting Held By Walloons

Assembly Assails  
Capitalist Society

NAMUR, Belgium, Feb. 21 (AP).—An assembly of 500 Belgian Catholics today attacked capitalism and called for a socialist society.

The meeting, prepared long in advance by 30 working groups, was attended by priests and laymen from Brussels and the French-speaking Walloon part of the country. Protestants also attended as well as observers for bishops of Walloon provinces.

This was one of the first large meetings of Walloon Catholics, usually considered as more moderate and conservative than the northern Flemings, who are close to the progressive Dutch church.

The assembly called for democratic control of workers at all economic levels. It opposed "class culture" and called for "pluralist" education freed from capitalist society.

Pluralist education means a single school system. In Belgium, Catholic schools are still predominant.

The assembly also called for political initiative for "dominated" classes and groups, charging that the present Belgian parliamentary system was not democratic.

The assembly also asked for land reform and a socialist health policy, rejected "class justice" and called for more prevention than repression.

In world affairs, the assembly sided with developing countries, asking for their liberation and accusing the world's big powers of exploiting the rest of the world and participating in repression.

As for the Belgian Catholic Church, the meeting attacked its "influential pressure which contributes to maintain the socio-political institutions which preserve its privileges and which we refuse."

U.S. Plan to Draft  
Physicians Reported

WASHINGTON, Feb. 21 (UPI).—For the first time in two years, the Selective Service system will be asked to draft medical doctors and dentists, Defense Department sources report.

The sources said that orders for the draft calls would go out "shortly" but they said that the number of doctors and dentists who would be called had not yet been determined.

Early in 1969, the armed services drafted 245 physicians and ten optometrists. A new draft call was made necessary by a decline in the number of volunteers, the sources said.

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# Von Braun Charts Future of U.S. Space Program on Earth

By Johannes K. Engel

ENGEL: Dr. Von Braun, for the past 20 years you have seen space travel as the "great hope for humanity." You had hoped that embarking on the planetary trail would lead to a "technical conquest of the urge to make war" and bring "a new cosmic conscience" to mankind. Yet, as we enter the 70s, it seems that mankind is more preoccupied with the pollution of its environment than the conquest of space. NASA is facing drastic cuts, a curtailment of its program, and is having to dismiss people. Do you see your hopes dashed?

VON BRAUN: One can't think in terms of cost effectiveness convinced that space travel will pay off on all its promises, even if these are momentarily overshadowed by other problems. From the outset, when the Apollo program was launched, it was clear that President Kennedy's pledge to the American people and the world was strictly limited to putting an American on the moon in the 60s. There was no suggestion of any sort of a follow-up program, and yet we are overwhelmingly occupied by just such programs. President Nixon himself spelled out our targets for the period following the first moon landing: More lunar missions using the remaining Apollo launches, then building a space station for parking in an earth orbit. He also said that we shall be expected to continue exploring the planets and to make space travel serve more immediate terrestrial interests. But there are very specific plans. But only a part of this long-term planning has been officially approved in the sense that we can actually count on the necessary funds. One of the tasks President Nixon has set for us is this: Make space travel more economical. Right now it is a fact that many of the useful "spinoffs" space exploration holds in store for the man in the street or science in general is just not "on" as a commercial proposition because of the high cost of space technology.

## Cost Effectiveness

ENGEL: Would you say that the decision that sparked the Apollo program was politically justified but not necessarily sound from the point of view of cost effectiveness?

VON BRAUN: One can't think in terms of cost effectiveness for major projects such as this.

ENGEL: But do you think it was justified to stake \$21 billion and a half-million men on the Apollo project?

VON BRAUN: May I put this into a different perspective and answer your question like this: I am absolutely convinced, and we can document this, that by spending those \$21 billion the U.S. became richer, not poorer.

ENGEL: You mean its effect on technology?

VON BRAUN: Yes. By virtue of the Apollo program both science and technology have been benefited. A number of new capabilities were developed that did not previously exist, and many of these have percolated back into and for the benefit of industry.

Remember this: Not a penny of this money was "spent" on the moon. It went to American factories, American universities, into the mainstream of American life in salaries, wages, to department stores, for food, automobiles. And the American economy has learned that America needs programs of this order to trigger the focusing effect that is needed today to provide the boost to technology and science.

Even the average American taxpayer sees more in the Apollo program than just lunar rock, and he knows exactly what it has done for the economy. One example. Since the Apollo program was launched, the American computer industry, which then had a turnover of some \$1 billion, has expanded into an \$8 billion industry. Virtually every single "real time, on-line" high-speed computer is American made. The entire technology is again a direct spinoff of the space program.

ENGEL: Doesn't all this add up to a switch in priorities, even within the space program itself?

VON BRAUN: I don't think it is correct to call this a switch in priorities. For whatever the space program has done and is doing for science is simply an unthought-of spinoff. Here I must point out one thing: History has proved that one cannot go about programming scientific and technological breakthroughs by setting out to make better pots and pans or better cars or adding machines. The best way to open up new avenues and opportunities is to come up with exotic challenges, then present them to industry. I'm not saying that the breakthroughs we negotiated could only have stemmed from the challenge to put a man on the moon. Perhaps, had we been presented with the thought back in 1951 to produce a reusable space transporter, we might have accomplished something of the same order.

## 'Terrific Impact'

But I don't believe that the concept of a reusable space transporter would have fired the imagination of mankind as did the prospect of landing on the moon. The pictures of the earth the astronauts took and brought back from the moon made a terrific impact, even on our ecologists. Why? Because for the first time they saw the earth as a tiny planet, with limited resources, with its "thin-as-breath" atmosphere, its utter vulnerability to misuse.

ENGEL: In the wake of the moon landing of Apollo-11 we have this inevitable anti-climax. Interest is flagging. The funding is being cut. How do you explain the slackening interest and response to the space program?

VON BRAUN: Human progress always comes in waves. Look back in history; every other generation was clean-shaven, then the next two were bearded. There were always generations who concentrated on materialistic things; then there were others who preferred to beautify. I personally find it most encouraging to see the dedication of our young adults to combating environmental pollution. Also, industry, and I mean industry everywhere, has perpetrated a pretty foul thing with its pollution of rivers and seas.

I feel that the space program can make a very active contribution. We are already using satellites to survey the sites and sources of pollution. Where do the rivers and seas become polluted, where do the principal polluting agents get into the rivers and seas?

ENGEL: A new role for satellites? To act as spies in the skies, polling the heavens to help prosecute environmental delinquents?

VON BRAUN: Why not? But with the proviso that the basic targets of the space program are not sacrificed. That application is only one way satellites can be put to work for mankind.

ENGEL: It's still a far cry from what you preached two decades ago—that once a moon landing was accomplished, the next step was to land on Mars.

VON BRAUN: Do not think that this original program, to head for Mars, has been dropped. It will be carried out in due course. But we must not overlook the fact that human needs and priorities also move in cycles. Projects such as a manned landing on Mars will have to take their turn. And what if no one makes a manned landing on Mars during the next generation? Mars is there to stay, it won't run away.

So we may spend the next decade applying all that we have learned in space to make a real bread and butter contribution on earth. The new resulting spinoff, a reverse spinoff this time, by way of new funds, would in turn be re-injected into the space program to generate new projects.

ENGEL: You still believe that perhaps in ten years we will be building on the moon, as you once predicted?

## Permanent Moon Stations

VON BRAUN: Yes, yes, I am convinced that by the year 2000 we shall have permanent research stations on the moon.

ENGEL: How long do you think it will take for space travel to become self-supporting?

VON BRAUN: I think that in 20 years we shall have reached the point where space travel will earn more than it is costing. The principal problem then will be to see that the profits derived from the bread and butter business that the space program will have generated are indeed plowed back into the research and development coffers of space divisions not yet able to operate profitably.

Weather satellites are already doing a splendid job and there's a stable program in the mill for working up a really reliable, long-range forecast system, covering about 14 days and providing a global service. But the most important satellites for world economy will probably be the so-called resource supply satellites.

These can provide at-a-glance surveys and observation reports on the world's entire area under cultivation. With multi-spectral measuring instruments they can, for example, differentiate between a crop of rice and wheat, or cotton and rice. And this data will include information as to the quality of the crop, even the potential yield.

I am sure that by the year 2000 people will wonder how we ever managed without communications satellites.

**THE AMERICAN space program is going to have to start paying its own way before the United States can put a man on Mars, in the opinion of Dr. Werner von Braun, deputy associate administrator of the National Aeronautics and Space Administration.**

In a recent interview with Johannes K. Engel, editor of Der Spiegel, the West German news magazine, Mr. von Braun predicts that it will take 20 years before economic space travel can be achieved. In the meantime, he says, NASA is going to have to turn from manned exploration of space to exploitation of the data gathered during the \$21 billion Apollo project. This data, he says, will have to be applied to management of earth projects such as cleaning up the environment in order to put the space program on an economic basis and provide funds for additional space exploration.

Here, in a New York Times special feature, are excerpts from the interview.

ENGEL: That may be true for the year 2000. But right now the atmosphere far more reflects an 'end of the world' mood. After the mass dismissals and budgetary cuts, people at Cape Kennedy have the feeling that they are working on a project which no longer has a great future.

VON BRAUN: It stands to reason that when you talk to someone here, who works for a firm whose Apollo contract is running out, he will tell you that. But don't forget that the scheduled end of the tremendously successful Apollo program is only a single phase of a very much bigger and long-term project.

ENGEL: But surely, isn't this a terrible waste? Take this quote from the Bulletin of the Atomic Scientist: It says that with the half-million men involved in Apollo, the United States created a technical machine 'never before matched in history.' Now this force is being split up... the giant machinery itself is disintegrating.

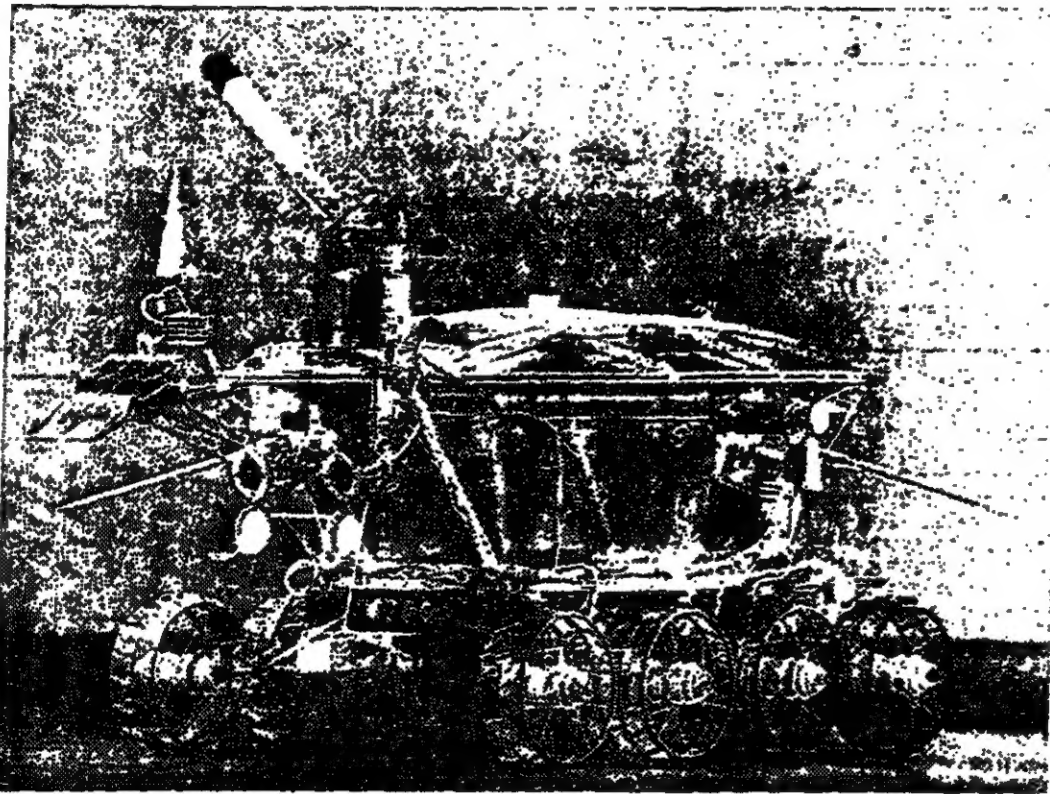
VON BRAUN: "Terrible waste" is right. And it points a finger at the root of the trouble. But it also shows the high price free enterprise has to pay for letting its forces interact freely.

ENGEL: Where everything must follow the bible of market...

VON BRAUN: And the laws of the marketplace. Here at NASA we see this every time we compare our program with the Soviets'. Theirs, of course, runs strictly in the grooves of five-year planning.

ENGEL: And?

VON BRAUN: All I can say is that when Uncle Sam splits into his hands and says, "OK, let's get going and put a man on the moon," then the Russians will simply get left behind.



PHOTOGRAPH OF LUNOKHOD, the moon rover, has just been published in Soviet periodicals, together with a report on its construction and performance. Until now, no such detailed photo of the vehicle had been made available. Lunokhod has explored the Sea of Rains since Nov. 17, 1970, when it was deposited on the moon.

## Brain Signals in Test Foretell Action by Chimpanzee

By Harold M. Schmeck Jr.

WASHINGTON (NYT)—There was a chimpanzee in California with a talent for playing ticktackoe.

Its trainers were delighted with this evidence of learning, but they were even more impressed by something else. They found they could tell from the animal's brain waves whether any particular ticktackoe move would be right or wrong. It depended on the chimpanzee's state of attention. When the trained animal was properly attentive, he made the right move.

The significant fact was that the scientists were able to recognize that state. By elaborate computer analysis of brain wave signals they were learning to distinguish what might be called "states of mind."

This was far more ambitious than simply detecting gross states of arousal, drowsiness or sleep. It was a new step toward understanding how the brain works.

The chimpanzee, and the research team at the University of California at Los Angeles, have graduated from the ticktackoe stage now, but the work with brain waves is continuing. It has already revealed some surprising insights to the brain's behavior during space flight. It shows promise of application to social and domestic problems on earth and even to improvements in human learning.

## Brain Research Spreads

It is part of the large ferment of modern brain research in progress at laboratories throughout the United States and abroad. Involved are all manner of creatures from men and monkeys to rats and mice, goldfish, distaffs and Japanese quail.

The ultimate goal is to understand the human brain—that incredible three-pound package of tissue that can imagine the farthest reaches of the universe and the ultimate core of the atom, but cannot fathom its own functioning. Each research project bites off a little piece of an immense puzzle.

At the Brain Research Institute of the University of California, Los Angeles, one series of projects involves analyzing brain waves with far greater sophistication than doctors use in ordinary diagnostic work.

In the case of the chimpanzee being taught to play ticktackoe, even the trained eye could see nothing beyond the ordinary in the way lines traced on paper to represent electrical waves from an animal's brain. But, through analysis by computer, it was always possible to tell which traces showed that the animal was about to make the right move and which preceded a mistake.

## Computer's Role

The correspondence was 100 percent. Dr. W. Ross Adey, head of the Institute's space biology laboratory, said during a recent interview. An important key to the work was the system of computer analysis developed largely by Dr. John Hanley.

The scientists concluded that the computer was able to detect some states of mind reflected in the brain waves. The one that always foreshadowed a correct answer was a state that might be described as trained attentiveness. Without the computer's ability to analyze the huge complexities of the recorded brain waves, the "signatures" of such states could not have been detected.

They did their best to beat us to a landing, we know that.

ENGEL: Why did they fail?

VON BRAUN: My own feeling is that despite their tenacity and staying power, which they have demonstrated with their various programs, they just happen to lack the ability to get the best out of their people.

ENGEL: You mean there is a fault in their system, not in the technical sense, but social sense, their social system?

VON BRAUN: Yes. When it comes to the crunch, where a nation feels it has to mobilize all available manpower at its disposal, a free economy invariably has the knack for getting the better response.

ENGEL: Would you say that it would be feasible to launch an appeal for another major space effort, such as President Kennedy initiated?

VON BRAUN: I must confess that I'm torn in two over this. Part of me says "Yes." Of course, I would be more than delighted if tomorrow President Nixon said, "Now let's head for Mars."

The other part prompts me to tell my associates here that we have been living under the hypnotic spell of the Apollo complex too long. We have become spoiled and mesmerized by the fact that a President told us: "We will land on the moon." We hardly ever had to put up a fight to get our budgets through. But now that we have landed on the moon we must not make the cardinal mistake of imagining that all this can go on forever.

It's very dangerous to allow oneself to come under such an Apollo syndrome. It might prompt us to ask: "Where's that new man on a white charger who will offer us Mars on a silver platter?" I am sure this man will not be around for quite a while yet. That's why I say we must become viable. We must get on a bread-and-butter basis.

## Another Challenge

ENGEL: Is it thinkable that another Russian challenge could give the American space program a new boost?

VON BRAUN: The Russian program is most competently executed, very steady, very step-by-step, but not very exciting.

If we were to rest over on our laurels and say we would do no more right now than to keep our rivers free of pollution, we could find ourselves rudely awakened by some sort of a Sputnik shock. Then the tiny pilot flame to which our space effort will be turned down will be opened up to its full extent.

Frankly, I think it would do the American taxpayer a world of good if this hot-and-cold routine were balanced out a bit.

ENGEL: Can't this be done by setting up some joint ventures with other countries?

VON BRAUN: We have already invited a number of European countries to come in with us on the space ferry project. Quite a number have already expressed interest—Britain, West Germany and France, for example.

ENGEL: Why should the Europeans chip in money to build a space ferry?

VON BRAUN: Because they realize that a major program, so highly complex as Apollo, is absolutely essential to provide new



Werner von Braun

exotic challenges for science and technology. They know that stay out of such a program could mean that one day they might find themselves out in the cold, like the German, adding machine industry today, asking why it can't sell anymore.

ENGEL: Now that man has landed on the moon and the Apollo program is drawing to a close, the space program seems to be in a sort of plunge back to earth.

VON BRAUN: I don't think that's a very good phrase. Sounds as if something were about to crash—and then it's over... This is just a transitional phase. Soon we shall have an economic basis for space travel and can use our income to finance our development.

ENGEL: Then right now you feel it more urgent to improve global weather forecasting than to conquer Mars?

VON BRAUN: Yes, I would prefer to achieve a manned expedition to Mars until this economic basis has been achieved and become solid.

ENGEL: So right now it's earth's turn at being the most important planet in the space program?

VON BRAUN: That shall remain forever.

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## The Lunokhod

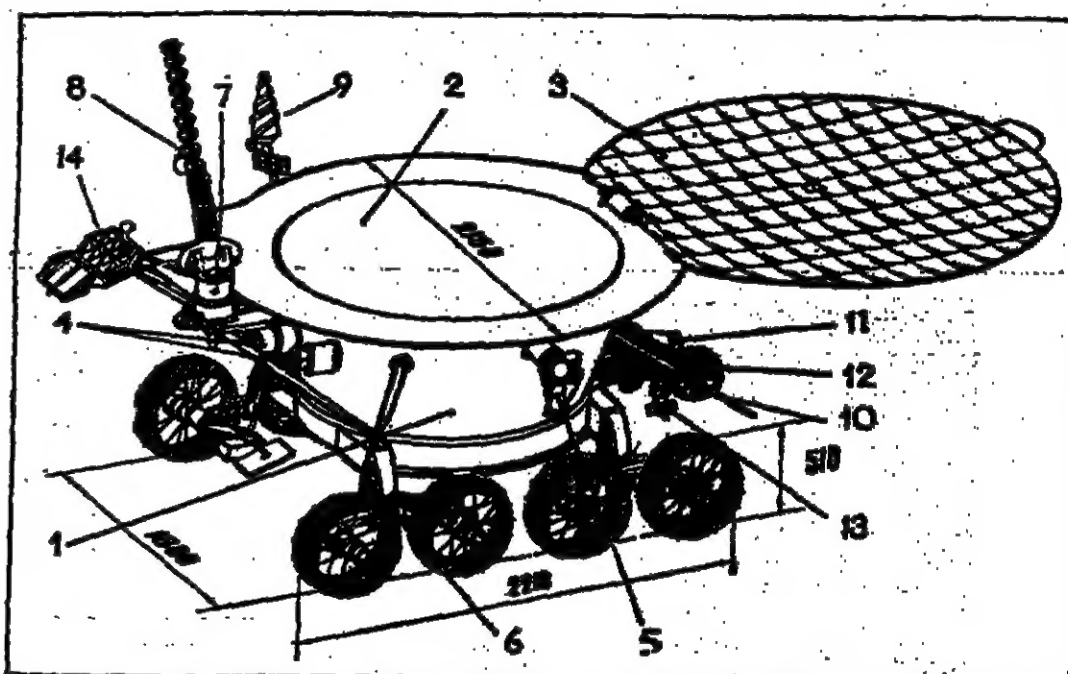


DIAGRAM of the 1,667-pound vehicle gives dimensions in millimeters. Shown are (1) instrument compartment, (2) radiator-cooler, (3) solar battery, (4) TV cameras, (5) scanner camera, (6) wheel assembly, (7) antenna drive, (8) the transmitting antenna, (9) the receiving antenna, (10) a rod antenna, presumably for direction finding, (11) isotope power source, (12) trailer wheel, (13) soil analyzer, (14) laser reflector.

In related studies, the research team has asked human volunteers a series of questions and has been able to tell—again, through computer analysis of the brain waves—when any given question was stressful or acutely embarrassing to the individual. This too was interesting because it suggested the computer analysis was detecting the signature of a state of mind.

One idea, Dr. Adey said, is to analyze the brain waves of an auto driver in rush-hour traffic to see how much, and in what particulars, the experience disturbs him. Another prospect is for doing such studies on family members in a home environment in a search for causes of domestic tension.



Mirror image of chimpanzee playing ticktackoe at UCLA. Computer, connected to brain, analyzes moves.

The ability to tell when a person's attention is highly focused has suggested to the scientists an even more concrete application. For about a year they have been considering a way in which this might be used to improve human performance in learning.

The idea is simply to link the student to a brain wave recorder and a computer. This equipment would automatically gauge his state of attention and present material to be learned—a vocabulary list for example—only when attention is at a peak.

## Electrical Field

A bizarre phenomenon has been demonstrated by research with monkeys in the space biology laboratory. An animal thoroughly trained to estimate short lapses of time, in the range of about five seconds, began to make mistakes under the influence of a weak electric field.

The field was generated at seven cycles a second to match one of the main rhythms of the animal's brain waves. It was presumably too weak to be detected by the animal or to cause nerve cells to discharge—but under its influence, the monkey thought time was passing substantially faster than was really the case.

This could have practical implications. There are many circumstances in which humans are exposed to electrical fields of equal strength. Such fields are sometimes generated by un-

shielded wiring or in the vicinity of powerful equipment.

One of the most puzzling and important characteristics of the human brain is its ability to rearrange reality to suit its own needs and prejudices. Adults given distorting eyeglass lenses that make everything look up side down will learn before long to see everything right-side up even while wearing them.

This tendency of the brain to see the world as it wants it is one of the prime factors in everyday optical illusions. If adult sees what his brain tells him ought to be before him even if the actual scene shows something else. Children often see the illusion as it really is.

Scientists involved in the particular area of research that, too, tells something about the brain and something more important about people.

The adult systematically arranges his view of the world to conform to his experience. "How he does this is a new physiological mystery that, like to sound," said Dr. Robert B. Livingston of the University of California at San Diego during a recent interview. He is the importance of this as far beyond problems of vision.

If man's physical view of the world is a synthesis based on his own prior experience, it is also evidence that one's mental view—including religion, politics—involves the same rearranging.

How can people of different cultures and different ideologies see eye-to-eye, as Livingston asks, when they see things differently? He is brain research, in this case, among others, as ultimately important to man's ability to along with the world and with his fellowmen.



# Love Restores a Life Crippled by Night of Torture

By Colman McCarthy

WASHINGTON (WP)—What can you say about a 13-year-old girl, hideously deformed, withdrawn in eerie muteness, passed child of alcoholic parents, stuck away in a mental hospital? Not a word can be said. Battered, a society. The world has many solvable problems to solve without taking on sure losers.

tion of the world at 18 months of age in Brooklyn. Before this, her mother and father—a drinker unhappily married to another drinker—regularly beat the child in alcoholic rages. They mauled her with fists and straps, causing welts the size of raisins. The child had no reply from her crib but shrieks and moans.

The infant's body back to life. Laura's mind was something else. In the following months, she rarely moved, ate poorly, avoided play objects and sat for hours on the hospital floor in a blank trance, an escapee of hell deported to limbo. At age three, still hospitalized, her eyes were crossed, her spine had a severe curvature and the veins of her legs were varicose.

devoted to child care had room for Laura. The American public is seeing much of Catholic sisters these days, with the FBI tapping their minds and judges jailing them for keeping silent about their pacifism. But the best of them—meaning nearly all of them—are still devoted to the thankless work of mercy and rescue that every society needs, especially this one. Laura's sisters rose at 5 a.m., retired at midnight seven days a week. Some money came from the city, the rest was begged.

Many Catholic sisters, when one gets to know them, say the hardest thing in their lives is keeping alive belief in God: spiritual aridity dries up any feeling of a personal deity. Yet, in many ways, belief in God is often very easy when compared to believing in a human being like Laura, where life is so painfully absent. Heroically, the sisters refused to doubt or despair, making one of the harder acts of faith become one of the harder acts of life—loving the ugly and deformed.

After hundreds of hours of social and play therapy, a momentous breakthrough came: the child accepted a candy bar from the psychiatrist. Normal children learn this mechanism—grasping a desirable object—at two or three months. Eaten at this progress, and overlooking the quick emotional retreat following it, the doctor invested more and more of his own time and practice.

Another breakthrough came. While the two walked on a street near the home one afternoon, a group of raucous boys on roller skates came blustering by. Laura grabbed at the doctor's waist for protection. Like anyone else, she reacted to fear by reaching out to another person. Laura was not psychotic after all, thought the psychiatrist, who suddenly felt like singing.

And with no language but a cry. Laura left the home and care of Dr. d'Ambrosio at 18, a high school graduate. Her body had recovered and her mind was repaired. She received training as a baby nurse and took a job caring for young children.

## Gallup Poll

### Desire for Large Families Reaches 35-Year Low in U.S.

By George Gallup

Director, American Institute of Public Opinion

PRINCETON, N.J., Feb. 21—The percentage of Americans who favor large families has declined dramatically since 1937 and is now at the lowest point in the 35 years that regular surveys on the subject have been conducted.

In the latest survey, conducted in January, only about one adult in four (23 percent) said that the ideal number of children in a family is four or more. The percentage was 40 percent in the fall of 1937, the last time the subject was dealt with in a survey.

The decline since 1937 in the percentage favoring large families has been most pronounced among younger persons and the better educated, groups which traditionally have been most opposed to large families.

Three basic reasons emerge from the survey to explain the decline in interest in large families since 1937: The cost of living (particularly, the cost of education); concern over crowded conditions and overpopulation; and uncertainty of the future.

The previous low point in the percentage of adults favoring four or more children was recorded in the Depression year of 1935: 24 percent. The high point over the 35-year period (40 percent) was recorded in 1945, reflecting the high birth rate of the war years. Following is the trend since 1935:

Percentage Saying 4 or More Is Ideal Number of Children	1935	1945	1955	1965	1971
4 or more	40%	41	48	47	23
3	34	31	31	28	25
2	21	24	21	21	25
1	14	14	14	14	20
0	9	10	8	9	7

The following table shows the change in views between the two latest surveys by key population groups:

Percentage Saying 4 or More Is Ideal Number of Children	1971	1967
NATIONAL	23%	40%
Men	19	34
Women	26	45
21-29 years old	15	24
30-39 years old	24	40
40 and over	27	42
Protestants	22	37
Roman Catholics	23	39
College	14	24
High school	22	40
Grade school	33	44

To obtain the results reported today, personal interviews were conducted on Jan. 9-10 with a total of 1,502 adults in more than 300 localities across the nation.

While a far smaller proportion of Americans today favor large families than was the case four years ago, the desire for larger families is considerably greater here than in some other nations of the world, as indicated by recent polls there.

In Sweden, for example, only 8 percent of the people interviewed think the ideal number of children is four or more. In Uruguay and Greece the comparable percentages are 12 and 10 percent, respectively.

In Great Britain, on the other hand, interest in large families currently exceeds that found in the United States, and in fact, has grown since the 1968 survey.

Percentage Favoring 4 or More Children	1971	1968
Sweden	6%	14%
Uruguay	12	20
Greece (Athens)	10	19
Great Britain	30	23

## German Is Fracturing Along East-West Line

By Lawrence Fellows

INN (NYT)—The German language is slowly but pervasively developing two fairly distinct vocabularies. Was ist IN, was ist OUT? A fashion advertisement me of the subspecies of German, the one on the West-side.

The wholesale import of English words, especially in recent years, even has a certain appeal—like sex appeal, though of newer vintage. While English words are being inked through the Western mind of the language, there has been no corresponding penetration of Russian into the German of the East. The new words there belong to the special jargon of Marxism and the jargon of the "new" words like "rationalist," "Aktivist," "Monopolist," "Kollektivist" and a whole lot of others that hardly ever from one Communist country to another and usually require no translation.

### Political Vocabulary

In the West the politicians, about embarrassment, have been up such Anglo-American words and phrases as appeasement, escalation, rollback, comch and "no comment." The words of business and technology, of theater and sports are heavy imports of English words. Furthermore, the West Ger-

## Smog in Spanien

man Army is a great reservoir of words and phrases supplied through NATO; a gas-mask drill, for example, is a "stink happening."

West German youngsters can go to a party to listen to a group and, if they are so inclined, get high on "a long drink." The drug culture thrives in its own right—moving Anglo-American idiom. If the youngsters do not enjoy themselves, they might feel "frustrated," which is only half a steal from "frustrated."

None of the intrusions seem to bear any close or obvious relationship to the large British and American forces occupying the western part of Germany after its collapse in World War II. The French presence did not add perceptibly to the language either, though some French words have always been in it.

### No Russian Words

Nor has the stationing of Soviet troops in the eastern part of Germany, a Communist state striving for world recog-

tion of its separate status, led to an invasion by Russian words.

"Hydraulik-Produzent beschleunigt Tempo der Rationalisierung," proclaims the headline over the main article in Neues Deutschland, the party newspaper in East Germany.

The words, which mean "hydraulic producer," "accelerates tempo of rationalization," are recognizably German or long a part of the language, but some have been fabricated since Germany was divided. Strung together, they make sense only to those sufficiently exposed to the jargon:

"In der Industriewerke Karl-Marx-Stadt—dem grössten Hydraulikproduzenten in unserer Republik—komplettieren und vollenden Neuerer und Rationalisatoren jetzt einen modernen Fertigungsabschnitt für Teile von Zahnradschnecken."

### Surface Meaning

"In the Karl-Marx-Stadt Industrial Works—the largest hydraulic producer in our republic—innovators and rationalizers are now assembling and completing a modern production

## Dom im New Look



mit für die manufaktur von teile für kohlenpumpe."

The German term "Neuerer," for innovator, was coined in East Germany in 1953 for people who drop ideas into factory suggestion boxes. Every seventh worker at Karl-Marx-Stadt, according to the article, is a "Neuerer."

The rationalizers are the "Rationalisatoren" of earlier Communist vintage, persons whose function it is to do away with duplication, inefficiency, sluggishness in the production line and other things that stand in the way of what is known in East Germany as Sozialistische Konstruktion.

In other words, the article suggests, the factory did not get the new production unit it wanted and the workers are having to go on making pump parts as best they can, using baling wire and ingenuity.

The language that has been

growing since Charlemagne tamed the Saxons centuries ago, and which was given its basic form and style in Martin Luther's translation of the Bible, is not completely divided by the political border between East and West Germany, for the invasion of Anglo-Americans reaches as far as West German television will carry it. Most East Germans within range of the West German stations stay tuned to them.

In West Germany—as in France and Italy, where there are many accretions of English—not every citizen is pleased with the direction in which his language is drifting, among them Erich Hase of Helligenhäuser, who says he is unable to understand either the words or the songs or the political discussions on his television set. He is suing the West German radio in an effort to make it use the kind of German he learned in school.

**Hydraulik-Produzent beschleunigt Tempo der Rationalisierung**

Industriewerke Karl-Marx-Stadt



Porto Cervo, the heart of the Costa Smeralda.

## Progress report from Sardinia

Land values on the Costa Smeralda are rising steadily. Read why you should invest there—this year.

Interest in the Costa Smeralda—as an incomparable holiday area and as a haven for people looking for a second home—continues to grow.

In seven years, more than \$84 million has been invested privately and by the Italian National and Sardinian Regional Governments to establish the Costa Smeralda as the finest resort development in the Mediterranean.

\* Property sales in 1970 were up over 30% above the excellent 1969 results.

\* Apartments in condominium developments are being sold as fast as they are built; many more apartments are scheduled for construction this year.

\* The Costa Smeralda's distinctive hotels are being enlarged to meet the extra demand for holiday accommodation which is growing at three times the world average.

### Assured appreciation

Already, land values on the Costa Smeralda are showing a healthy capital appreciation. Carefully-applied building controls ensure the lowest density figure for any tourist coastal area in the Mediterranean—these controls themselves assure continued capital growth.

Investment in the Costa Smeralda is further safeguarded by Italy's membership of the Common Market—all of whose members are pledged to maintain a number of fundamental laws affecting *inter alia* the security of foreign investment. And there are few developments like the Costa Smeralda that lie within the European Economic Community.

### Attractive opportunities for property development

Selected areas of land on the Costa Smeralda have been zoned for commercial or for medium-density residential use: hotels, restaurants, clubs, groups of villas or apartment condominiums. If you are interested in promoting this kind of development, the Consorzio Costa Smeralda can provide you with special reports which generally include assessments by independent market research analysts and land development consultants.

### Investment incentives

Low-interest loans and capital grants can be obtained for hotel and restaurant projects from the Cassa per il Mezzogiorno (the State development corporation) and also from Sardinian financial institutions. Several tax exemptions can also be obtained.

### Everything you need

Already nine areas along the Costa Smeralda's 35-mile coast have been developed. These areas are equipped with water mains, electricity and telephone and are served by 24 miles of tarred roads.

One of the areas, Porto Cervo, is the main centre and principal port of the Costa Smeralda. A sheltered deep-water harbour for yachts drawing up to 21 ft., it is the best-equipped in the Mediterranean—offering plug-in electricity and fresh water at quayside, and on-board telephone.

The village centre has everything you need: a supermarket, chemist's shop, fashion boutiques, antique and jewellery shops, hairdresser, restaurants, bars, night clubs, post office, ship-chandler. There is also a church, a doctor and a kindergarten.

Action can be found elsewhere, too, on the Costa Smeralda. There is a wide choice of hotels, restaurants and night club/discotheques. You can rent a car or boat, horseback ride and enjoy every kind of water sport.

### Golf and tennis

Two new sports facilities open this year. In Porto Cervo, the Cervo Tennis Club has floodlit tennis courts, a heated indoor pool, an outdoor swimming pool and full sports club facilities. In the centre of the Costa Smeralda, between the bays of Cala di Volpe and Pevero, is the 18-hole

Pevero golf course designed by Robert Trent Jones. It will be ready for play by midsummer. (Building plots adjoining the course are now available.)

Landscape preservation The natural vegetation and the coastline are carefully protected. From the beginning, special steps to prevent all forms of pollution have been taken: landscape scarring is being eliminated; buildings housing unsightly basic utilities are camouflaged; cables are laid underground where possible; and only indigenous building materials are recommended. The most modern equipment is used in the sewage system and rigid controls prevent discharge into the sea.

### How to buy

Prices for ready-built villas and apartments vary with size, location and the amount of land. Apartments start as low as \$11,000. A 2-bedroom villa with large sitting room, dining annex, tiled kitchen and bathroom, terrace and garden can be built from \$29,000, land included.

A quarter-acre plot of land with all services currently costs from \$9,600 upwards. This includes roads, electricity and water supply to the boundary of the site and, where necessary, a main drainage system. You could actually move into your private villa

between six and nine months after negotiating its plans.

The Agenzia Immobiliare della Costa Smeralda (the appointed real estate agents) can also recommend architects and builders and provide complete on-site supervision. All plans must be approved by the Architectural Committee of the Consorzio Costa Smeralda.

Once you have bought on the Costa Smeralda you automatically become a voting member of the consortium of property owners.

### Fly Alisarda

The Costa Smeralda is served by Alisarda, the Sardinian airline. It flies regularly to Olbia (30 minutes from Porto Cervo by road) from Rome, Milan, Genoa and Nice. Olbia's 4,600 ft. all-weather strip can also handle any private plane, including the largest executive jet.

Car ferries sail regularly to Olbia or Porto Torres from Civitavecchia (Rome), Genoa and Toulon.

### Free information

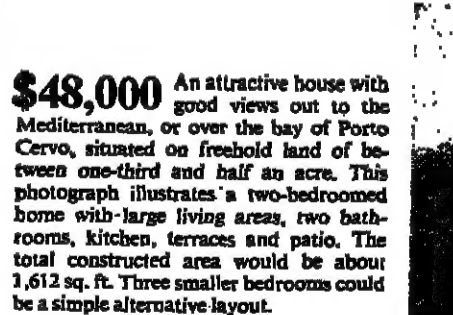
A wide choice of sites is currently for sale. There is also a limited number of villas and apartments ready for immediate occupation. Send for prices and for specific details of villas and apartments or information about property development opportunities by sending the coupon to the address given.



**\$29,000** An individually designed holiday home with two bedrooms, large living/dining room, one bathroom, kitchen and terrace. 1,410 sq. ft. of construction on a freehold plot of land of a quarter to one-third of an acre.



**\$77,000** A large luxury villa with four bedrooms, terrace, pool and a 2000-sq. ft. private swimming pool. Total built area 2,900 sq. ft. The villa stands on one-third of an acre of freehold land and commands superb views over the Mediterranean and the nearby offshore islands.



**\$48,000** An attractive house with good views out to the Mediterranean, or over the bay of Porto Cervo, situated on freehold land of between one-third and half an acre. This photograph illustrates a two-bedroomed home with large living area, two bedrooms, kitchen, terrace and patio. The total constructed area would be about 1,612 sq. ft. Three smaller bedrooms could be a simple alternative layout.



**\$11,000** Studios, one-, two- or three-bedroom apartment units, are available. In the group illustrated, the Casa del Porto, the price for studios starts at \$11,000 (381 sq. ft.). A two-bedroom unit would cost \$21,000 (829 sq. ft.).

Every apartment has one or more terraces and most enjoy views of the port of Porto Cervo or out over the open sea. There are a number of condominium apartment projects located in other areas of the Costa Smeralda.

**Consorzio Costa Smeralda**

Please send me complete information about the Costa Smeralda. I am interested in (✓ as appropriate):

LAND TO BUILD ON ☐ VILLAS ☐ BOLIDAYS ☐

PROPERTY DEVELOPMENT ☐ APARTMENTS ☐

(Block capitals please)

NAME \_\_\_\_\_

OCCUPATION \_\_\_\_\_

ADDRESS \_\_\_\_\_

TELEPHONE \_\_\_\_\_

Post this to: Consorzio Costa Smeralda, General Information Office, 70 rue de Lausanne, CH-1202 Geneva, Switzerland.















# Frontiers of Development: Italy... France... Portugal

## ITALY

### Mezzogiorno: Invitation To World Industry

By Stuart Troup

The south of Italy—so-called Mezzogiorno—has long been a backward, underdeveloped area. It is peripheral to the rest of Europe. Ironically, it may be the most fertile area in which to start a new or expanding industry. Why? Because: economic retardation, and effort to overcome it, has created a financial vacuum that can create the room for a new plant in order to develop it.

disadvantaged population the most willing labor at a cost considerably less than that of the rest of the country.

not being in the center of the Mezzogiorno is more plentiful and its cost lower. Also, besides the Confindustria, the market is free, it is perfectly juxtaposed to Mediterranean markets its common market.

why has the Mezzogiorno been slow to develop? Turco, chief of the press for the Institute for the Development of Italy (IASI), explains.

#### Late Start

have started very late at foreign businesses. have had offices for time in places like New York. Italy is a latecomer to the industrial revolution. The area is most of the country, and American business has raised the question of its development.

For the Mezzogiorno, the government body with authority for developing the industry, agriculture, and infrastructure, has made progress. But its progress is slow.

objective," says Turco, "is to reduce the gap between the north and the south of Italy. For the past 20 years, the gap has not been reduced. Per capita income in the south is in the same position as it was in the 1950s."

Turco's employer, IASI, a private consultancy body by the Cassa per il Mezzogiorno, charges its staff of economists and other professionals to advise on plant location, the availability and cost of labor, and other factors that investors can obtain information and tailor-made solutions.

Mr. Turco points out to all investors, there are four reasons for considering the Mezzogiorno, and many others. "Manpower is the asset in Italy," he says. "Many foreign businesses have found that 30 or 40 percent of the men want to go back to Italy. Secondly, the availability of land and many locations from Central Europe, other hand, is quite cost-

which built a plant in the Campania area, south of Rome, four years ago. William C. Cabrera, president of the Italian division of J & J, says that besides the 10-year tax holiday, the company received a 15-year loan at 3 percent for construction of the plant and its equipment—a total investment of about \$2 million. It also received a 17 percent grant from the Cassa on the investment.

#### Labor Source

Mr. Cabrera notes that J & J had no market in Italy before building the plant. "Rome was chosen because it is an excellent location for distributing our products. Seventy percent of the products are sold in the north, but we believe that rapid expansion is coming in the south. We first thought of locating in a depressed area of northern Italy. But such locations were too far from the towns," Mr. Cabrera says. "And labor was a problem."

And labor in Campania? "We employ 200 or so, mostly women," Mr. Cabrera says. "There is no problem of labor. We had to train farm-oriented people, but we found them extremely intelligent and willing. After the initial six months, we find the output of the employees here is as good today as in industrial centers of the north."

The reasons cited by J & J (Continued on Page 14, Col. 1).

## Sicily:

### Tourist and Investor Climate

**PALERMO.**—If you are a tourist, Sicily has almost all the natural vacation advantages: sandy beaches, clean water, a mild climate almost all year around, ancient ruins to explore, modern art forms to examine.

If you are a businessman, Sicily contains all of those advantages, plus one more: it has a shortage of accommodations. And it has a central and regional government anxious to provide the financial incentives to help you provide the accommodations.

Sicily is no longer the subject, impoverished child of Italy. Through the central government's program to breathe new life into the south—the so-called Mezzogiorno—the infrastructure necessary to allow tourists to move easily and quickly from one end of Sicily

to the other has been constructed. Specifically, it is the Cassa per il Mezzogiorno—the governmental body with responsibility for development of industry, agriculture, tourism and infrastructure—whose efforts are making Sicily more attractive to tourists and to potential investors.

Its beauty, however, should be the initial reason for focusing on the island. There are splendid mountainous areas stretching from inland to the glorious Mediterranean, including stately Mount Etna, with its puffing, active volcano. There are beautifully preserved remains of the ancient Greeks at Syracuse, Agrigento and Selinunte, and traces of Norman, Byzantine and Arab influences on architecture everywhere.

The climate of Sicily, also,

compares favorably with that of internationally famous resorts. Data collected over a period of eight years, in fact, shows that the average temperatures are higher in autumn, winter and spring in Palermo than in Biarritz, France, or in Palma de Mallorca in Spain, thereby ensuring a longer vacation season.

The average number of rainy days each year in Catania, Sicily, is 14, while in Biarritz it is 17 and in Athens 101.

The natural beauty of the Mezzogiorno and its 5,000-mile coastline is not news to many tourists. However, the centers of tourist attention have always been Naples and the areas and islands near Naples and Pompeii, Sorrento, Amalfi, Capri, Ischia and also Taormina in Sicily. The reasons were natural beauty (Continued on Page 17, Col. 4)



## FRANCE

### Paris Region: A Concern For Economic Balance

By Jack Monet

**PARIS.**—Among his colleagues at the government's regional development agency, Bertrand Cuny is known as "the man with the stick."

He is in effect the administrator of a system of fees the government uses to discourage unwanted investment in the Paris region.

The fees range from 20 francs (\$3) to 200 francs a square meter of floor surface in new buildings, depending on where the site is in the Paris region. In some areas, the fees soon will be doubled to 400 francs.

The fees can carry quite a sting. Some of the tall office buildings at the La Defense complex, a few miles west of the Arch of Triumph, cost the builder 1,000,000 francs (\$150,000) or more in floor surface fees alone.

#### Apparently Unique

The fees were instituted in 1960 and add about 50 million francs (\$8 million) a year to the public treasury. As far as Mr. Cuny knows, no other region in the world uses such a system to deter certain investments.

Paris's plight is just the opposite of New York's. French authorities are not distressed when a major company moves to the province. Rather, they are vigorously stimulating the decentralization of a congested region that contains 8,000,000 persons—a sixth of France's population—and a large part of the nation's business offices and manufacturing enterprises.

Any firm—French or foreign—seeking to locate in the Paris area has to submit a dossier to a committee of which Mr. Cuny is the chairman.

"The dossier must prove," Mr. Cuny said, "that the industrialist cannot go anywhere but in the Paris region."

Firms also must argue for government approval if they want to expand their offices or factories beyond a certain space limit.

But what the state takes with one hand it sometimes gives out with the other. For firms closing up in the Paris region and moving to the provinces, there is under certain conditions something called a "demolition cash grant."

Combined with other measures, the fees apparently have had some effect in pushing industry from Paris. From 1962 to 1970, there was a decline of 71,000 in the number of industrial employees in Paris,

where the fees are highest, and a drop of 22,000 in the adjacent suburbs, where the penalties are near the top of the range.

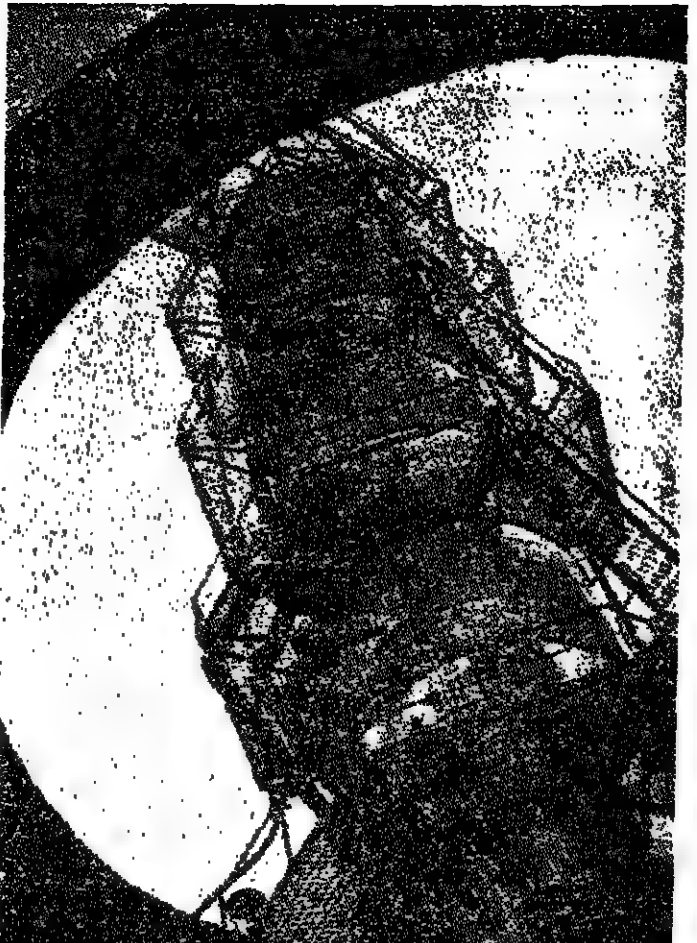
Meanwhile, suburbs farther out and "new towns" in the region each gained about 50,000 industrial jobs.

More than a third of the increase in industrial expansion used to take place in the Paris region. Nowadays, the figure is down to 10 percent.

State planning has met with much less success, however, in guiding the creation of office jobs in desired areas. Although the fees are highest in the western suburb of Paris and its suburbs, and low in the eastern sectors, three-fourths of the new offices in the Paris region in the last six years have settled near the Avenue des Champs-Élysées or to the west.

But a good portion of the new housing is going up in the eastern areas. Distances between home and job are growing, sometimes involving four hours travel daily.

The despair of these travelers is summed up in the rhyming (Continued on Page 14, Col. 5)



### Lorraine: Opportunities in a Depressed Area

**METZ.** France—Deep into the postwar period, while Lorraine's iron and coal mines and steel industry were still critically needed for reconstruction, the boom atmosphere in the province inspired for it the nickname of "the Texas of France."

There was a bit too much euphoria in those years, from 1945 to 1960, recalls Michel Le-cavalier, secretary-general of the local economic development group, CAPEM.

"The attitude was that there were no problems, that the future was assured for the next 30 or 40 years. We had textiles, steel, coal, iron mines all going full blast."

#### High Subsidies

These days Lorraine is a region with pockets of crisis. It is nowhere near becoming an Appalachia, but in some areas the economic situation is desperate enough so that the highest government subsidies are offered to encourage new investment in the region.

On a social level, there is an

anxiety that can spark such unrest as the recent nationwide coal mine strike. The strike started at the mine at Faulquemont, 25 miles east of Metz, and was called to protest government plans to close the pit in a few years (the mines were nationalized in 1946) and to close other pits later in the decade.

Especially after the Tehran oil accord and in view of Paris's difficulties in the Algerian negotiations, the government needs to re-evaluate its plans for phasing out coal mines, the strikers maintained.

The reversal in Lorraine's fortunes is such that in a provincial population that shot up during the boom period to 1,000,000 from 600,000, drawing immigrants from other regions of France and from the Mezzogiorno, about 30,000 persons cross the border daily to work in Germany.

The young workers are the hardest hit by the economic slide. The dying industries are not replacing workers who retire or die. And Lorraine has a young population—44

percent of the people are 25 years old or less.

The turnaround in the value of the Lorraine mineral resources, so prized by Bismarck and Hitler (and Jean Monnet), came suddenly, late in the 1950s.

In coal production, for instance, a record high of 60 million metric tons was reached in 1958. The plan for that period looked to an eventual production of 85 million metric tons annually.

But by 1960, new targets for production had been adopted, which, depicted in chart form, show a steady decline with production in 1975 at about 13 million metric tons.

The iron and steel industry once was so confident of the future that it worked hard—and succeeded—in keeping new industries out of its corner of Lorraine. It thus had a monopoly over the skilled labor available.

It gave up this approach in 1960 and since then has introduced modern facilities requiring less labor. In addition, it is shifting some of its investment funds to projects at Fos, west of Marseilles.

What happened about 1960 is that the iron and coal mines in Europe in general were suddenly recognized as unproductive, or at least seem destined to become so in the near future. The veins were running thin or were becoming difficult to get at.

In the case of coal, the cheap extraction by "open pit" methods used in some other areas of the world was not possible with the Continental veins. (Coal from the United States and Poland is cheaper for Le Havre power stations to use than coal coming from Lorraine.)

As for the iron mines, the ore had always been of a relatively low grade that required the steel mills to set up as close as possible to the mines in order to limit costs. In the 1970s, high grade ore from Sweden and Mauritania and other areas is available at such attractive prices that the steel industry in France is shifting to the coasts, notably at Fos and Dunkerque.

"Not too much noise is made about it," says an official in Nancy, "but it seems likely that instead of producing 80 percent of France's steel, as it does now, Lorraine may be producing only 30 percent in 20 years."

#### Crisis in Vosges

The crisis in the textile industry, centered in many small towns in the Vosges Mountains, was outlined in Paris by Jean-Claude Auson, a Lorraine specialist at DATAR, the government's regional planning agency.

The factors include the loss by France of its former privileged markets, the decline in military uniform purchases and increased competition from developing countries, where labor costs are low. Industry equipment is outdated, hindering competitiveness.

(Some companies took the (Continued on Page 12, Col. 4)

## PORTUGAL

### A Booming Travel Trade Creates a Vast Area for Investment

By Miguel Acoca

**FARO, Portugal.**—The Algarve, the most southern province of Portugal is a sleepy region of Atlantic beaches, rugged sea-side promontories, villages of white, box-like Moorish houses, flower gardens, and gentle hills with groves of almond, fig and orange trees. The climate is usually benign, the land rich in the ruins of history, and the Algarve gay and hospitable.

All these—plus the sparse population of only 300,000 in an area of 3,200 square miles—add up to tourist assets in a world where people are continually searching for a new vacation spot. The Portuguese government, and private promoters, have been investing large sums of money to turn the Algarve, where mule carts and bikes are still the main form of transportation, into a vast tourist complex that will appeal to Americans, Europeans, South Africans, Rhodesians and Portuguese.

Tourists have been coming in increasing numbers by scheduled and chartered jet flights into Faro, which has the only major airport in the province, by car from Spain or from Lisbon, and by yacht. They flock to the hotels, the boarding houses and state-operated inns. Many go shopping for an apartment to buy in new condominiums, a building lot or a villa in one of the many existing or planned tourist developments.

Neither government officials nor tourist promoters venture to guess how many tourists will come to the Algarve in 1971, but they are happy with the prospects and plan to build more villas, inns and hotels.

Although 1970 figures are not yet complete, tourists spent more than 1,350,000 "hotel nights" in the Algarve in 1970, up 30 percent from 1969. This figure includes hotels of all categories.

To stimulate the growth of tourism, the government plans to issue permits for two or three gambling casinos in the Algarve. The government's final decision on the locations and the beneficiaries is expected by spring.

The casinos presumably will attract a large number of the millions of tourists who come to

Portugal. They totaled 2,511,000 in 1969, which was a bad year because of the Paris riots; 2,785,000 in 1969; 3,243,000 in 1970, and the projection for 1971 is for 4,900,000.

The government estimated they spent \$250 million in 1970 and has projected that by 1973 tourists will leave \$385 million in Portugal.

But there is a hitch in the tourism figures—at least 50 percent came from Spain. The big spenders—Americans, Britons, West Germans and French, who spend an average of \$15 a day a person—made up the bulk of the other half.

Until now, the big money in (Continued on Page 14, Col. 1)

water, and it's true today when men move mostly by air.

Lisbon is a natural refuge, surrounded by pleasant beaches. This was rediscovered by royalty in distress. They were followed by the so-called international set and by tycoons.

Today Lisbon and Estoril and Cascais, its two nearby resorts—grab tourists from all over. Government officials, who are trying to increase the flow of tourists, are pleased, but they feel that Lisbon is short of hotel rooms.

Lisbon gives the impression of having been made for people coming from somewhere, and moving on—to the British Isles, to Africa to North or South America, to the rest of Europe. This was true when men moved across the oceans only by

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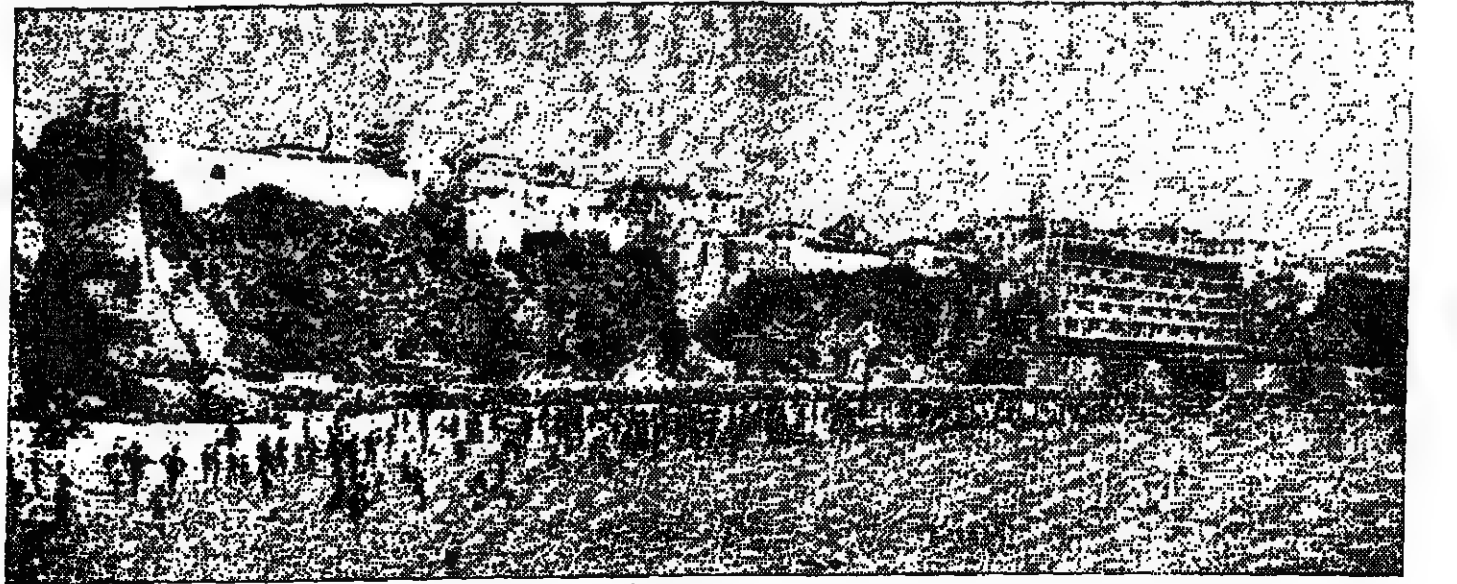
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A beach resort at Praia de Albufeira in the Algarve attracts sun-seeking vacationers.



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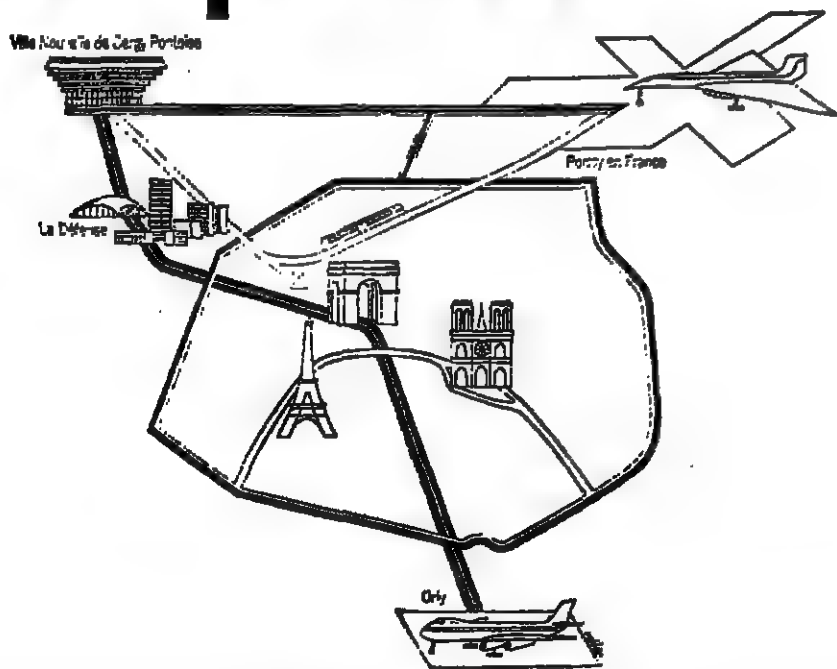
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## FRANCE

### Lorraine: Opportunity In a Struggling Area

(Continued from Page 11)  
decision to modernize early," Mr. Anzu said. "For the others, c'est le drame."

A fairly localized instance of difficulty in the province is at Verdun, a garrison town since Charlesmagne. Not only have a few thousand Americans in a NATO contingent left the area, but the number of French soldiers bolstering the local economy has dropped to about half of the 15,000 that used to be based in the area.

#### Lorraine Location

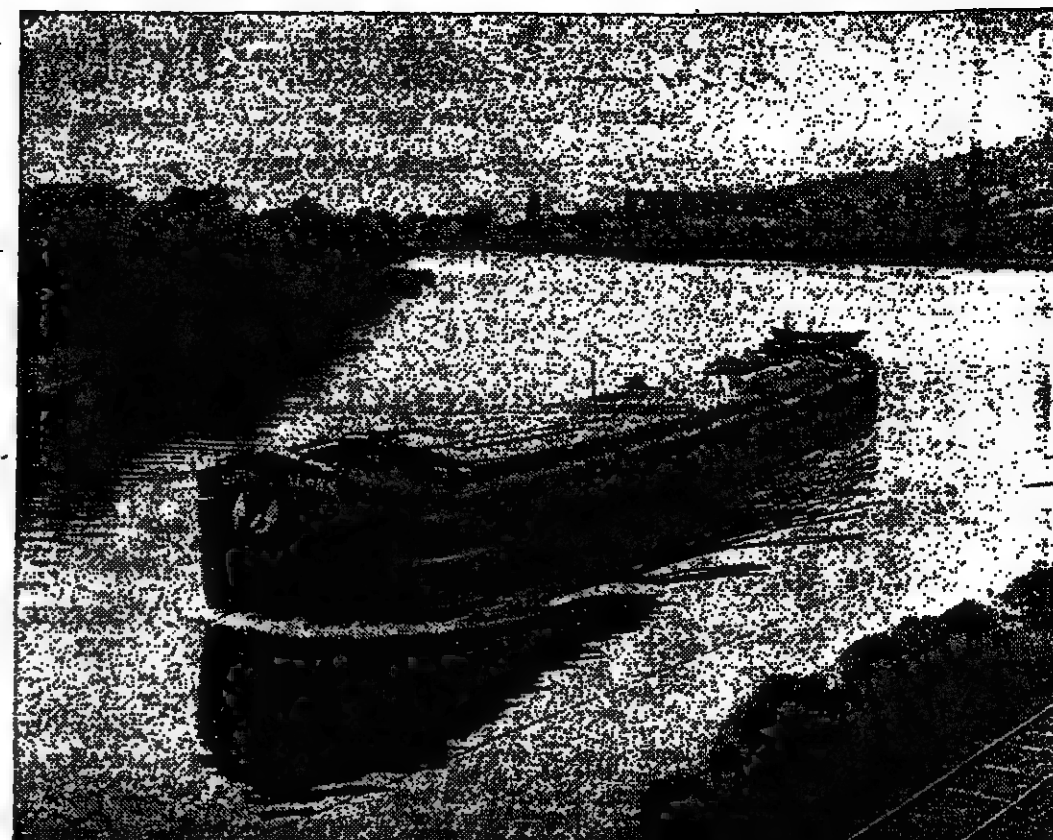
In working to attract new industries to the province, Mr. Le-cavellier points out to foreign companies the favorable location of Lorraine on the borders of Germany, Belgium and Luxembourg, where there is an international airport, and midway between Paris and major German cities.

Along with those of other nations, a fair number of German firms have set up subsidiaries in Lorraine, where the labor supply is greater and cheaper and investment subsidies are available from Paris.

Not all of the province is hurting for immediate new investments. The most attractive place in the province, the city of

Nancy, welcomes investments, according to Jean-Philippe Vautin, a member of the local expansion committee. But it wants it, he said, on the basis of "not out of pity, but of desire."

A barge in the Lorraine serenely makes its way to the next port. Along with rail, air and road transport, rivers and canals still carry a good measure of traffic.



### New Force in Regional Development of Lorraine

**NANCY, France**—The latest force in regional development in Lorraine is, of course, Jean-Jacques Servan-Schreiber—both in politics and on the commercial side.

Mr. Servan-Schreiber's latest book is "Pouvoir Regional" (Regional Power). His newest commercial enterprise is SEDE-Lorraine, whose aim is to help companies planning investments in Lorraine.

SEDE, which happens to have its offices in Nancy's Kennedy Building, has in addition to Mr. Servan-Schreiber shareholders from several countries in Europe and North America, according to François Pontet, the firm's chief executive officer. The firm's capital is more than \$800,000, he said. SEDE's major asset abroad is Mr. Servan-Schreiber. He is the company's representative outside of France, scouting for prospective investors in SEDE or Lorraine.

#### Industry, Resort Expansion Along Mediterranean

**PARIS**—The "Mediterranean facade" of France is getting a major uplifting.

Tempo is picking up on the work at Fos, just west of Marseilles, where 25,000 acres are being converted into a huge site for petrochemical, steel and other major industries.

Meanwhile, development of 120 miles of beach running from near Marseilles west to the Spanish border is entering the eighth year. Several new resorts for salons, swimmers and campers have been created at such sites as La Grande Motte, Barcarès, Leucate, Gruissan, Canet and Saint-Cyprien. This area, known as Langue-doc-Roussillon, is expected to attract 2,000,000 vacationers by 1980-85. Last year, 700,000 vacationers came to the area. Government investment in the project, now about \$10 million a year, is to continue another five years or so.

Much of the government investment has gone into bringing new roads into the area, landscaping resort sites and programs to rid the region of mosquitoes.

One aim of the project is to rechannel to France the money that Frenchmen have been spending on vacations or summer homes in Spain and other Mediterranean countries.

#### Factors for Investment

Factors determining an investment decision include:

- Quantity and quality of personnel available.
- Roads and outlets for electricity, water and sewers.
- Types of public transport.
- Facilities for telephone and tele.
- Cash grants and tax relief offered.
- Housing for workers.
- Cultural and recreational facilities.
- Raw material sources.
- Availability of manpower and land for expansion.
- Salary levels.
- Political conditions.

#### Lille to Marseilles

**PARIS**—France now has a superhighway system linking Lille in the north to Marseilles on the Mediterranean. Major sections of the system are the Autoroute A-1 (120 miles) from Lille to Paris, the peripheral boulevard around Paris, the A-6 to Lyons (370 miles) and the A-7 (180 miles) along the Rhone Valley to Marseilles.

#### Lyons Commercial Site

**PARIS**—The city of Lyons is building a huge new commercial complex in a central area known as La Part-Dieu, on 70 acres formerly used for military barracks. Total space for city administrative offices and commercial offices, in buildings ranging from 15 to 35 stories, will be 300,000 square meters.

#### Growing Port

**PARIS**—The port of Rouen on the Seine in Normandy is rapidly developing industrial sites between the city and the sea. About 17,000 acres are being equipped. About 5,000 acres already have been equipped and are occupied by industries.

## ALES

has all the elements of  
a great industrial future

Ales is the most important industrial center of the region of the Languedoc-Roussillon Program. Its area is developing rapidly because it combines so many advantages:

MILD CLIMATE (2,650 hours of sunshine yearly).

EXCELLENT COMMUNICATIONS by highway, railroad, the Rhone River, air.

SEVEN DEVELOPMENT ZONES with varied characteristics, equipment and installation possibilities.

AVAILABLE SUPPLY OF WORKERS, in a population area of 150,000 inhabitants.

STATE ASSISTANCE, including subsidies for industrial adaptation, capital loans or contributions, fiscal concessions, preferential land prices, training assistance, indemnities for declassification.

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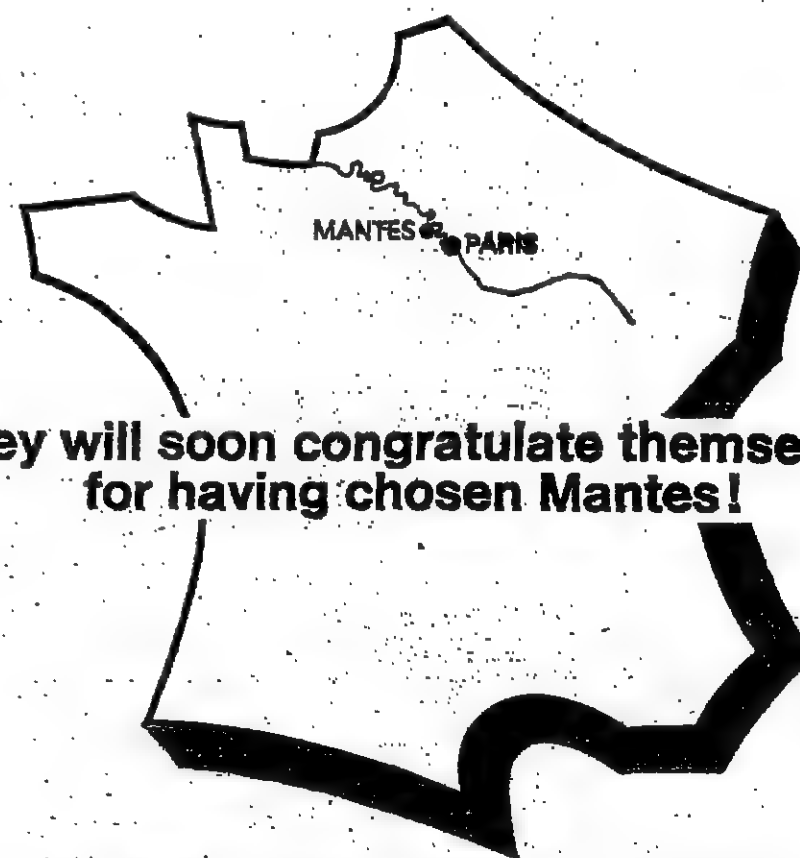
Heads of industries who intend to settle in France seek, in the first place, land in large estates equipped to receive industries of all kinds.

Their next wish is that this land be located near a large city and be served by a very complete network of communications.

They require competitive prices, fast, easy and simple administrative proceedings.

They must find plenty of specialized labour.

However they are realistic and know it is extremely difficult to find a location offering all these advantages.



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Mantes-la-Jolie 78, av. du Général-de-Gaulle, BP 84,  
Tél. 477.16.16 et 477.28.00

APR 64/75



# FRANCE

## Orsay Area: A Growing Technological Complex

ORSAY, France.—Never mind that French television cameras recently zoomed in on Route 128 in a reportage illustrating the impact of cutbacks in aerospace funding, the French are still eager to create a similar complex here.

The seed is taking root along Route Nationale 446, 15 miles south of Paris.

Off one side of Route Nationale 446, tall cranes swing girders into place for apartment blocks for a rapidly burgeoning population choked out of slowly asphyxiating Paris.

On the other side of the road, in a 250-acre industrial park, several glass-walled structures of electronics laboratories and high industry stand on landscaped plots adjacent to old red tile-roofed farmhouses.

Traces of influences from across the Atlantic have existed in the area several years already.

A score of buildings of what is popularly called the American-style campus of the Orsay

THE government has decided to facilitate the creation of one or more complexes closely linking universities, research and small advanced technology firms in the image of what has been done in the U.S., notably around Boston, on Route 128.—French Prime Minister Jacques Chaban-Delmas, June 1970.

Faculty of Science cover a nearby hillside, at the eastern end of the Chevreuse Valley. Until recently, university centers in France were located in cities.

Further to the west in the Chevreuse Valley is the town of Mesnil-St-Denis, the first community built in France by William J. Levitt & Sons.

The Orsay science faculty is but one of a myriad of elements that some technocrats, real estate promoters and industrialists foresee going into a complex that could imitate Route 128.

That half-ring road east of Paris is the site of several hundred high technology firms, all in proximity to the laboratories, consulting professors and graduates of the Massachusetts

Institute of Technology, Harvard and other universities.

Other academic institutions in the Orsay area, or scheduled to be decentralized here, include one of France's elite "grandes écoles," the Ecole Polytechnique, and graduate institutes for chemistry, telecommunications, engineering and optics.

A major nuclear research center is located at nearby Saclay.

Further away, but still in the region, are an aerospace center at Brétigny, laboratories of the Compagnie Générale d'Electricité at Marcoussis and SNECMA jet engines and International Business Machines at Evry-Corbeil.

New industries in the Orsay

Industrial park include Hewlett-Packard, Varian, Tektronik and a research laboratory of the Société Nationale des Pétroles d'Aquitaine.

Goodyear has chosen to set up its first overseas research laboratory in the industrial park. The staff is truly multinational—25 persons from a dozen countries. They communicate in English.

The laboratory opened last summer and contact with the academic community has been limited so far, according to the Goodyear director, Hans Widmer, a Swiss-born naturalized American.

He asked the Orsay faculty to do "some quick analytical problems" last year before all his own equipment arrived. Eventually, he said, he will seek research contracts with the school.

This summer, he said, he hopes to have undergraduate trainees come to the laboratory. Later, he hopes to recruit graduates at the school.

## Government Incentives Induce Expansion

PARIS.—The government offers a variety of incentives to attract investment to the provinces. "Bons points" or gold stars, so to speak, are awarded to the investors with the best answers to social and economic problems.

The way it generally works out the farther away from Paris an investor settles, the more gold stars he earns.

The highest inducements are reserved for two main types of investment: those that create new industries in underdeveloped regions and those that permit the reconversion of workers in dying industries to new kinds of work.

### Brest to Alès

Many of these critical areas are at the extremities of France, from the port of Brest, at the western tip of underdeveloped

Brittany, to Alès, 400 miles from Paris in southern France, where coal mines are being phased out.

The west, southwest and central parts of France—almost half the country—are areas where greater industrialization is sought.

Under the impact of government programs, a net gain of 200,000 new jobs was registered in western France between 1962 and 1968, against a decrease of 400,000 from 1964 to 1967.

To the north and east, the problems stem from the closing of unprofitable mines and uncompetitive textile firms. These problems have existed for years and are still virulent. In recent weeks, strikes protesting planned closings of coal mines have taken place at the pits and a major French textile empire, owned by Marcel Boussac, appealed for state aid.

Prime French or foreign investments can benefit from cash grants ranging up to 35 percent of the amount invested, according to Alain Risse-Raud, foreign investment specialist of the government's regional development agency, Délégation à l'Aménagement du Territoire et à l'Action Régionale (DATAR).

In addition, relief from local taxes is given in some cases for certain periods of time.

The government often pays part of the cost of training manpower.

DATAR uses a multicolored map of France to indicate the range of benefits available.

A green splotch in the northern corner of France represents the Châleis-Sartrois area. The green coloring means benefits are high. The region, Mr. Risse-Raud explained, is dependent on the troubled textile industry and needs diversification.

Further to the east, on the northern frontier, is another green splotch, around the Lens-Béthune area, where coal mines are located.

Another critical area is on the Belgian border at Charleville, the city that Ford—in a decision last year that touched off a political controversy—passed up in favor of Bordeaux, where Prime Minister Jacques Chaban-Delmas is mayor. At Charleville, the foundries, the traditional in-

dustry, are small and old and are no longer competitive.

"An advantage for investors in going to Charleville," Mr. Risse-Raud said, "is that there is an old tradition of industrial work there. The people know how to work and have a high degree of professional training."

In eastern France, in Lorraine and Alsace, there are numerous "mono-industry" towns where employment is based on failing coal, iron or potassium mines or on weak textile firms.

### Worker Increase

Total employment in France is now 20,000,000. But by 1985, the work force is expected to rise to 25,000,000, meaning 5,000,000 new jobs will have to be created. With higher birth rates since 1945, some 800,000 young people are entering the labor market each year. In addition, the farm population is declining at the rate of 135,000 a year.

To provide workers with new skills in areas with declining industries, a large program of adult education and job training has been started. Enrollment has grown from 180,000 in 1966 to 500,000 in 1970.

In recent years, DATAR has opened offices in New York, Frankfurt and Tokyo.

## Regional Planning For Orderly Progress

PONT-A-MOUSSON, France.—In any discussion of the birth of regional development planning in France, the name of Jean-François Gravier tends to come up, a little in the way Jean Monnet's does in talk of the creation of the French Plan.

Mr. Gravier is not the "father" of French planning but in 1947, while a member of the Plan, as it happens, he did publish an influential book entitled "Paris et le Désert Français."

"The book made people more fully aware of two fundamental things about France," says Philippe Rothé, a regional planner.

"Paris was growing too large, becoming a ville monstrueuse,

everything was concentrated there. The provinces were being continually impoverished as Paris attracted all that was dynamic, the men of value, the capital."

An early step in the government's efforts to rein in Paris came in the mid-1950s when the first metropolises were offered for companies moving to the provinces.

In the mid-1960s, another move was to designate eight cities, or groups of cities, as "métropoles d'équilibre" to serve as "counterweights" to Paris.

These eight metropolises are, clockwise from Lorraine: Nancy-Metz-Thionville; Strasbourg; Lyons; St. Etienne-Grenoble; Marseille-Aix; Toulouse; Bordeaux; Nantes-St. Nazaire and Lille-Roubaix-Tourcoing.

Mr. Rothé is on the staff of a planning-study group based here, midway between the twin capitals of Lorraine—Metz, industrial, stolid, Germanic, and Nancy, graceful Latin university city.

### Plans and Funds

The government's aim for each of the eight metropolises is to provide planning and help with funding to improve the industrial, transport, communication and leisure facilities, Mr. Rothé said.

But the Lorraine metropolis also has an added role, aside from balancing Paris, of countering the enormous economic influence of Germany's Saar region, he said.

The Lorraine metropolis is about 60 miles north to south and about 25 miles from west to east. The population is 1.2 million and is expected to rise to 1.7 million by 1985.

A major improvement in transport in the area was the opening 14 months ago of Métrolor, a shuttle train connecting Thionville and Nancy via Metz and other cities. The trains make the trip in an hour and one leaves from each terminal every hour.

A start has been made on superhighways connecting major cities in the area. Eventually the Paris-Strasbourg highway will traverse the province.

## SAINT-ETIENNE

an industrial area destined to have a rapid development

Saint-Etienne, largest city of France's Loire department, with 220,000 inhabitants, is the center of a region containing 400,000 persons. An ensemble of favorable factors makes it a logical choice for organizations which seek to decentralize or to install new factories.

Good climate; annual rainfall, 34 inches; annual hours of sunshine, 2,000.

Communications network: highways (Lyons, 36 miles; Paris, 311 miles); railway; international airport (40 miles).

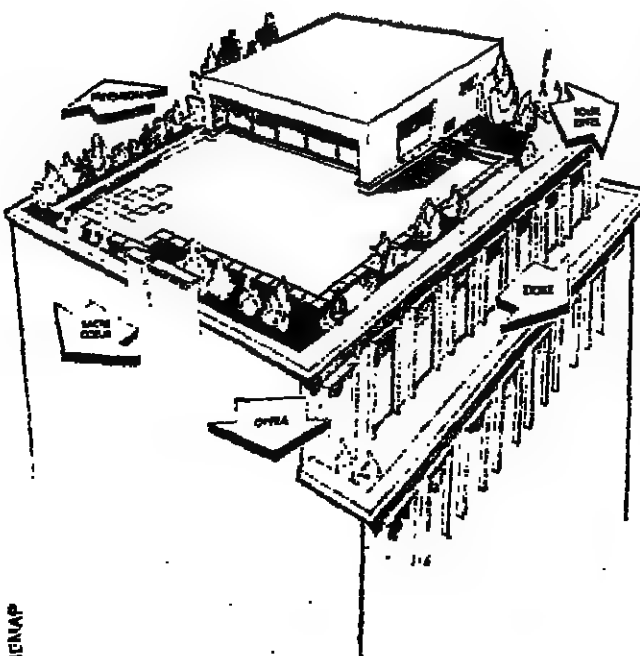
Ten development zones: suitable for construction, equipped with water, sanitation, electricity, gas.

State aid: all ten zones are eligible for special assistance such as industrial adaptation subsidy, reduction on transfer tax and tax on improved land, capital loans, capital contributions, indemnities for decentralization.

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## THE SEINE generates new power for French and European Expansion.

The industrial development of the Seine valley has become European in scope. The port of Rouen possesses all of the indispensable elements necessary to meet the new phase of industrialization through which the country is passing. It serves the neighboring Parisian basin of 12 million people with its first-rate means of communications.

### A Multinational Industrial and Port Complex

The Port of Rouen serves factories depending on waterway communication, both ocean and river, enabling them to receive supplies of basic commodities cheaply.

For this reason, the industrial sectors of the Port of Rouen Authority, situated between Rouen and the seaboard, enjoy considerable activity:

Main Sectors Represented in Rouen	Capacity	National Percentage
• Refinery	20,000,000 t	20%
• Fertilizers	2,000,000 t	20%
• Pulp and Paper	700,000 t	20%
• Treatment of Domestic Coals	1,400,000 t	1st

Other important basic activities are: metallurgical construction and machinery (Renault tubes...); electricity, shipyards, timber for construction, foodstuffs, textiles, building materials, petroleum chemicals, coal, gas, industrial alcohols, synthetic rubber, plastics.

The Port of Rouen is situated in a region in which the leading French and overseas industrial concerns are represented. The industrial groups operating with a foreign capital majority number 104 from 12 different countries. Of the 500 leading American corporations (1) 21 are installed in the region; notably the groups in the order of importance: 2, 7 and 18 (petroleum products); 21 (electrical manufacturers); 22 and 36 (rubber); 49 (chemicals); 64, 71, 84, 92 and 130.

For this reason Rouen is situated in a particularly advantageous region for foreign investment.

### A Geographical Situation to Exploit

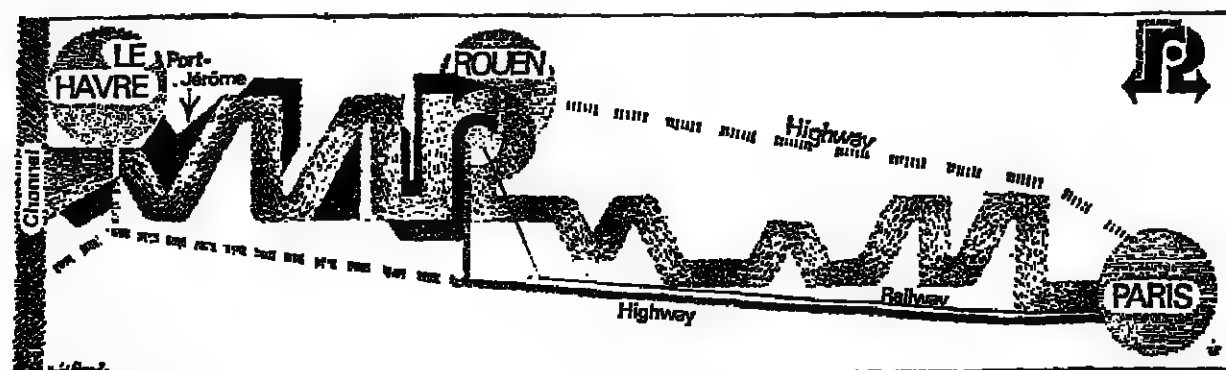
The Seine valley, principal link to the area of Paris, enjoys considerable advantages:

- From Rouen to Paris in 65 minutes by train.
- The Rouen Paris motorway (80 miles) now open.
- Push barge convoys of 4,500 dwt ply the river.
- New facilities for heavy unit loads (including containers) under construction.
- From the seaboard to Rouen fully laden vessels of 25,000 to 30,000 dwt ply the Seine. In 1975 vessels of 35,000 dwt will attain the Port of Rouen and those of 50,000 dwt will be able to berth in the region of Port Jerome.

### The Port of Rouen in Figures

• overall dock area	7 1/2 miles (120 berths)
• cranes	200
• floating docks	2
• heavy duty cranes	from 30 to 250 tons
• roll-on/roll-off berths	3 plus 1 under construction (1972), lead esp.: 400 tons
• container berths	1 plus 1 under construction (1972)
• specialized centers:	
grain	170,000 tons
perishables	21,000 sq. mts.
bananas	20,000 sq. mts.
newsprint	7,000 sq. mts.
bulk wines	7 million gallons
maritime trade (4th French port, only 35% oil)	13 million tons
• river trade	9.6 million tons

(1) List of "The 500 Largest Industrial Corporations," p. 108 Fortune, May 15, 1969.



**PORT OF ROUEN AUTHORITY**

Public Relations Dept., 52 Quai Gaston-Boulet, 76—ROUEN (France).  
Telephone: 71.74.54 Telex: 71.885 Rouppor Rouen.



# PORTUGAL

## Algarve: A Burgeoning Travel Industry

(Continued from Page 11)

The Algarve has gone into land, infrastructure such as roads, sewer systems and electricity lines, and hotels.

One development, the Vilamoura, has reportedly spent more than \$12 million in infrastructure alone. At one time a U.S. company controlled a large percentage of Vilamoura, but has reduced its interest to 12 percent of the 4,000-acre complex.

Although Vilamoura has on its drawing boards several hotels, a marina and several self-contained villages, so far it has completed a golf course, a motel, a golf hotel, and several villas. A British construction firm, Norwest Holst, has bought land in Vilamoura, and is building a golf village. Houses in the village sell from \$17,000 to \$23,000, and follow the Moorish architecture of the Algarve, complete with the distinctive chimneys of the region.

### Tourist Villages

Although tourist villages appear to be the wave of the future in the Algarve—villas for retired people, villas for tourists, and villas for rich executives—luxury hotels have attracted the large investments.

So far five have gone up, at a total cost of more than \$30 million. The government, which has helped in the construction, put up as much as 50 percent of the price in some of them. But it maintains tight control on sites, prices and decor. It also approves the designs.

Government planners, who determine the type of tourist they want in Portugal, have spread out the luxury hotels so that they more or less span the

coastline and serve as magnets for additional development and construction nearby.

These hotels include the Algarve, on Praia da Rocha, long a fashionable resort; the Alvor, on Alvor Beach; the Balala, at A'buíra, probably the most swinging town in the Algarve; the Dona Filipa, at Vale do Lobo, and the Penina.

Penina and Dona Filipa have 18-hole golf courses, and make a pitch for the American, the British and the European golfer. All these luxury hotels charge similar rates, which are set by the government. Price per person ranges from \$21 a day per couple, up to \$60 a day with meals included.

Developers and tourists complain that there are not enough of the so-called first class hotels where the rates are \$5.70 a day per couple, up to \$24 a day with meals. Government experts agree, but say they don't want the Algarve spoiled and overrun by thousands in search of a cheap bed and a cheap meal.

"We want to have a certain type of tourist," said a government official. "We want people who will be compatible with the easy ways of the Algarve, who want to play golf, perhaps gamble, go sightseeing, and relax. We don't really want swingers and an awful lot of young people."

### Torrails

The government official's concept is reflected in the decor of the hotels, which is not quite Miami Beach. Only the Algarve Hotel has pretensions of flash, but this is muted by the management and the middle-aged clientele.

One of the biggest operators in the Algarve is the International Holiday Club, which runs

Torrails, a complex of 11-story apartment hotels in Alvor Beach. Torralls—or high tower—sells the apartments, guarantees a 10 percent return on the purchase price, and is involved with Anglor, a construction company. It not only has government funds behind it, but Belgian oil money.

The International Holiday Club has ambitious plans on its drawing boards, and it is forging ahead. Most of the apartment buyers, by the way, are Portuguese. Most of its guests are British, Americans and West Germans, followed by Swedes and French.

In the spring it will inaugurate a brand-new \$4 million first class hotel next to the towers. It plans an additional six towers, a complex of villas nearby, at Quinta Santa Filomena, and a development at Troil, south of Lisbon. The company is also enlarging a hotel it owns close to Cape St. Vincent.

So far—in hotels, apartment hotels and other developments—the club has invested more than \$14 million. Its future plans call for an additional investment of \$11.5 million.

The club has been criticized for putting up the tall, Brazilian-style buildings right on Alvor Beach. Its officials, however, defend their architecture, their moderate prices, and the business they bring not only to the Algarve but to Portugal.

Like other big developers, the club grows much of its own food, bottles its own wine, and buys all its furniture in Portugal. It manages apartments of the foreign and domestic buyers, and promotes them.

It is hard to determine exactly how the club is able to pay 10 percent on the apartments, but Portuguese financial experts explain that its cash flow is swelled by the tax advantages given investors in tourism facilities and long-term government—guaranteed loans.

The government itself has made the cost of tourist development higher, which favors

the promoters who got in early. Until recently, the tourist fund either made low-interest loans of up to 50 percent of the cost of the tourist project, or guaranteed a low-interest, long-term 50 percent bank loan. Now the government will match the amount put up by Portuguese investors, and the rest must come from the foreign investor.

The interest rate has also gone up—from 4 to 4 1/2 percent in 1966 to 7 percent. Loans now must be repaid in 12 years, instead of 28 years. The investors who got in the Algarve in the beginning, however, had a field day—they received no-interest loans repayable in 28 years.

### Occupancy Rate

Government experts figure that hotels in the Algarve—and tourist villages—are profitable if they can manage to keep 55 percent of their rooms occupied. This figure includes the off-season, from December to March, when hotels are nearly empty.

The experts and the promoters, however, figure that once the casinos get going occupancy will go up. They claim that right now the 2,300 hotel beds, and 1,680 beds in boarding houses, privately-owned inns and state-owned "pousadas" are not enough. An increase of 800 hotel beds is planned by 1972, and 1,500 more by 1973.

The promoters are looking beyond the hotel rooms and all the problems that go with running a hotel. They are trying to obtain government approval for the construction of more tourist villages. This way they can sell the houses to foreign or Portuguese buyers and rent them when the owners are away.

Most developers don't want to guarantee any return, but simply collect a fee for renting the villa and a flat yearly charge for maintenance.

One such development is Vilamoura, probably one of the most exquisite complexes of villas and apartments anywhere

in the world. It sits facing the Atlantic on a promontory, the Algarvian-style apartments and villas facing the Atlantic. The prices: from \$30,000 for an apartment, up to \$80,000 for a villa. The weekly rents are reasonable, from \$50 a week per couple in the low season, to \$104 a week per person in the high season.

### Labor Shortage

But there is a problem in the Algarve, a shortage of labor. Skilled workers are hard to find, and hard to keep, particularly in construction jobs. One reason is that the wages are low: \$3.50 a day. Skilled workers prefer to emigrate to France or West Germany, where the wages are higher and where they qualify for social security and other benefits.

The government, aware that the big investment in hotels and tourist facilities requires trained help, has opened schools to train waiters, bartenders, chambermaids, cooks and room clerks. Some of them are encouraged to learn English, the lingua franca of the tourist resort world.

All the activity has sent up the price of land, particularly along the shore, where lots often sell for \$8 a square foot and more. But prices away from the seashore, on the hills where the almond trees grow, are moderate.

A few tourists, after a look at the Algarve, have decided to stay and become farmers. They figure the hotels and the tourist villages present a ready market. Some are experienced farmers, who know the problems of large tract farming. Others are amateurs, intent on riding the boom and making a fast fortune. One amateur sold a Stradivarius violin to raise the cash to get into the Algarve farming action.

The deep-sea fishing is excellent, and so is the hunting for rabbits and small game birds.

The past, however, intrudes everywhere in the Algarve. There are Neolithic ruins, and relics and ruins of the Phoenicians, the Greeks and the Romans who were there. The Moors, too, left their mark, which survives in the architecture of the Algarve, and which is being perpetuated in the construction for the tourist.

But more important than them all, perhaps, is the school of Henry the Navigator at desolate, windswept Cape St. Vincent. More than four centuries ago his ships set out to sea from the Algarve and laid the basis for the great land discoveries. Christopher Columbus was in the Algarve, too. In a way Cape St. Vincent was the Cape Kennedy of the 15th century.

### Paris

### Region

(Continued from Page 11)

protest slogan "Métro, boulot, dodo" (subway, job, sleep).

Although the fees may be unique, other rules for governing the development of major cities seem to be the same, according to Mr. Cuny. Official approval to locate is necessary in the London region, he said. It is also obligatory in Moscow, which he visited recently.

"The problems are the same whether the investor is public or private," he said. "We have the same problem with state-owned Renault as with Citroën. Russian regional planners also discuss sites with leaders of their auto industry."

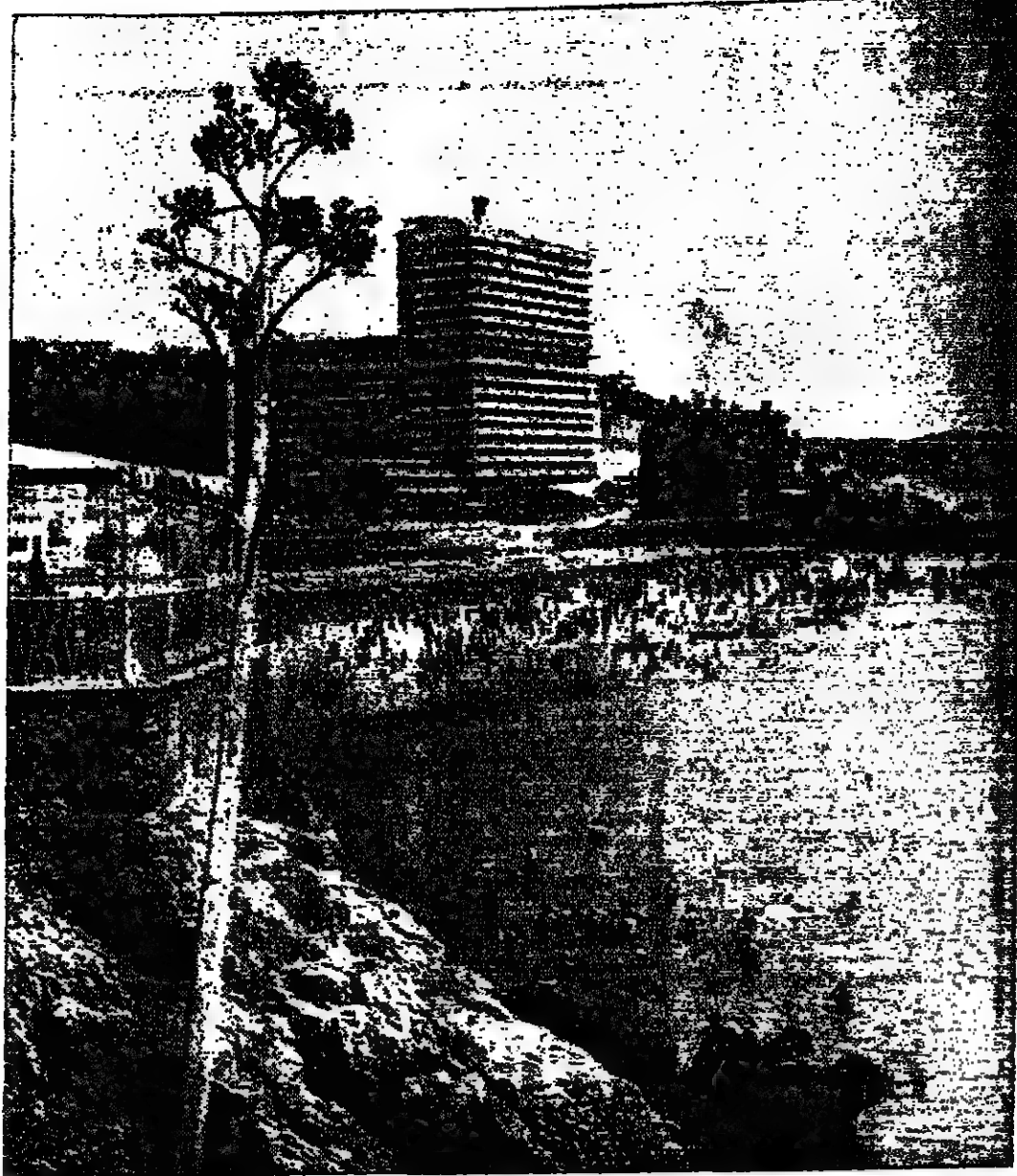
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Above: Estoril's irregular coastline provides many beaches and rocky promontories, attracts hotel development as well as private housing and helps to account for its position as a year-round tourist center.



At right: A Lisbon street scene.

## Lisbon: Vast Area for Investment

(Continued from Page 11)

lean high rollers to Estoril, where the blackjack and crap tables at the casino are especially for them. They are lodged at the Estoril Sol Hotel, which looks as if it had been transplanted from the Caribbean.

Some of the Americans who come to gamble grumble that Estoril is not like Las Vegas, and that they would like to see some racy girls show to spice the action. But Portuguese officials say this is not about to happen.

"We want to preserve Estoril's aristocratic reputation," they say.

Estoril, in fact, has more to offer than the green baize of the gaming tables. Its beach is superb, it has a good golf course, and the view from its hillside highlights the bay.

Developers have built apartments which they sell to investors and which they manage and rent for the owners. Most developers do not guarantee a return, but they claim the demand is greater than the supply.

One of Estoril's decided attractions is that it lies between Lisbon and Cascais, a swinging fishing village where yachts are moored beside fishing boats with their lines inherited from the Phoenicians. Cascais has no girls shows, but it abounds in discotheques, boîtes, inns, boarding and apartment houses and little restaurants that specialize in seafood.

The tourist who wants something more than gambling and swimming can enjoy himself quietly in Lisbon, wandering in the Low City, which is vaguely reminiscent of Rio de Janeiro, its South American offspring, except that the gaiety, the noise and the fashionable dress are missing.

Then there is the old quarter, the Alfama, which is steep, and where the narrow streets are often joined by steps. Hang-

ing from balconies will be laundry put out to dry in the open air. At night its restaurants are lively, and the melancholy strains of the fado, played on a 13-string guitar and sung by a woman, can be heard.

Again, the Alfama is reminiscent of Rio, and once more the contrast between the parent and the offspring is striking.

The museums are excellent, but Lisbon's gem is the "Adoration of St. Vincent," painted by Nuno Gonçalves in the 15th century. The "Adoration's" six panels are among the world's great works of art. They are on view at the Museum of Ancient Art.

The Portuguese used to build castles the way they now put up hotels, and Lisbon has several of these ancient fortresses. One of the most rugged is the Belem Tower, which stands at the water's edge on the Tagus.

Not all the hotels in Lisbon are new. There are some fine boarding houses in old mansions. One of the most attractive is York House, an unlikely name for a former convent, where the owner will allow guests to explore secret passages.

Portuguese officials are well aware of Lisbon's attractions and want to package them with the roulette and crap tables at Estoril and the discotheques and restaurants at Cascais, and encourage tourists to use the capital as a base for visiting nearby attractions, which are slated for future development.

Until recently, the government was wary of tourism as an industry. Now it is committed to tourism, and it has invested large sums in glass and stone. To keep the tourists coming, it has allowed an increasing number of charter flights, a decision which has created a division within the government—between those

who support the charters and those who argue that charters will cut into the profits of the Portuguese airline.

There is no question that tourists are helping Portugal's economy. Government officials expect that the demand created by tourists will keep Portuguese workers at home and reduce emigration to other European countries.

In 1971 the government will spend \$700,000 to train workers for the tourist industry. The amount is not staggering, when it is considered that Portugal will spend \$600,000—almost an equal sum—to promote the country as a tourist center. Officials claim that the training is few complaints on the quality of the service provided by the graduates of state-run schools for hotel help. The government has also begun university-level courses in hotel management and intends to have graduates participate in the boom.

To keep investors happy, the Tourist Commission has changed its method of approving projects. Now, if an investor submits a plan and hears no word of approval or disapproval within 90 days, he can automatically consider that he has been given a green light.

The Portuguese feel confident that the country is fast becoming a big and profitable tourist center. They don't advertise the fact, but they believe that the racial and political problems in other countries that cater to tourists make Portugal increasingly attractive to investors and tourists alike. The country, in effect, appears to be relatively stable, and the government, despite challenges by the opposition and a guerrilla war in its African possessions, is very much in control.

The present development plan ends in 1973. Officials claim they are on target and that "the boom is well on its way."



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Palácio Foz—Restauradores

Paris

Casa de Portugal

7, Rue de la Harpe—Paris 5ème

London

Portuguese Trade and Tourist Office

20, Lower Regent Street, S.W.1.

and also at the other Portuguese Tourist Offices all over the world:

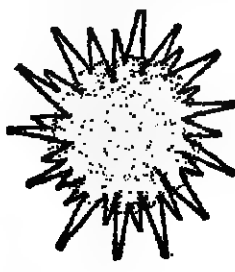
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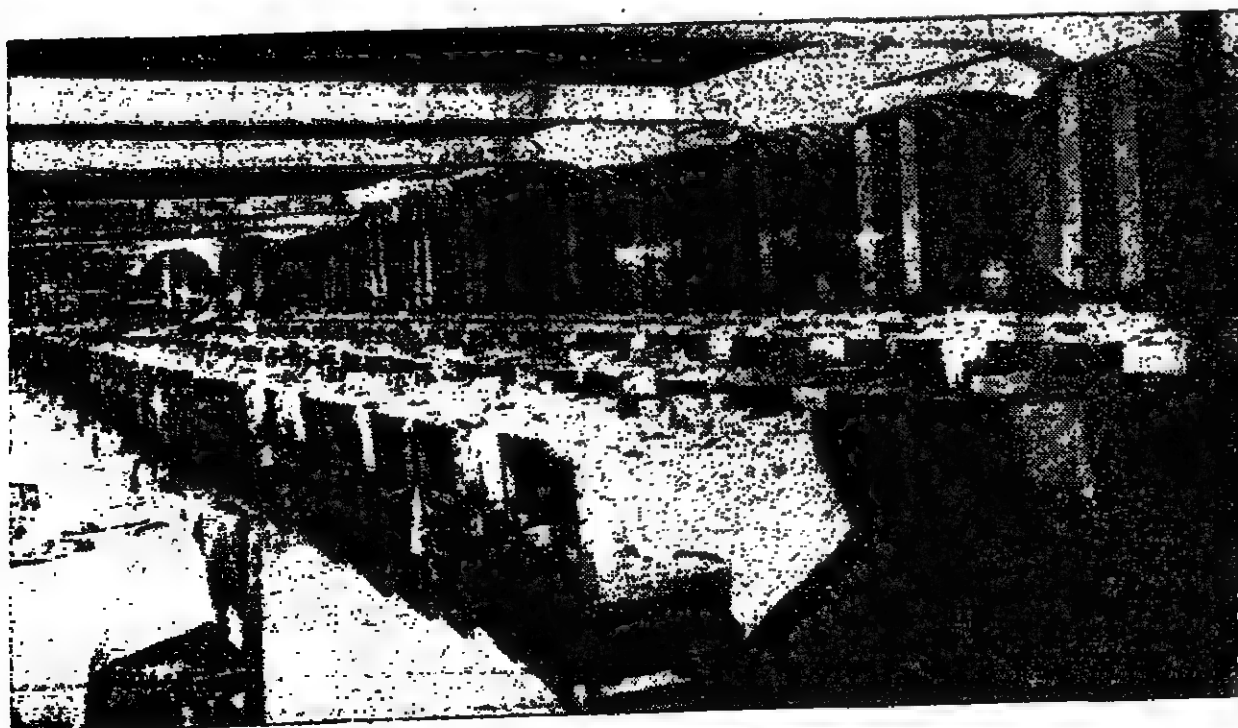
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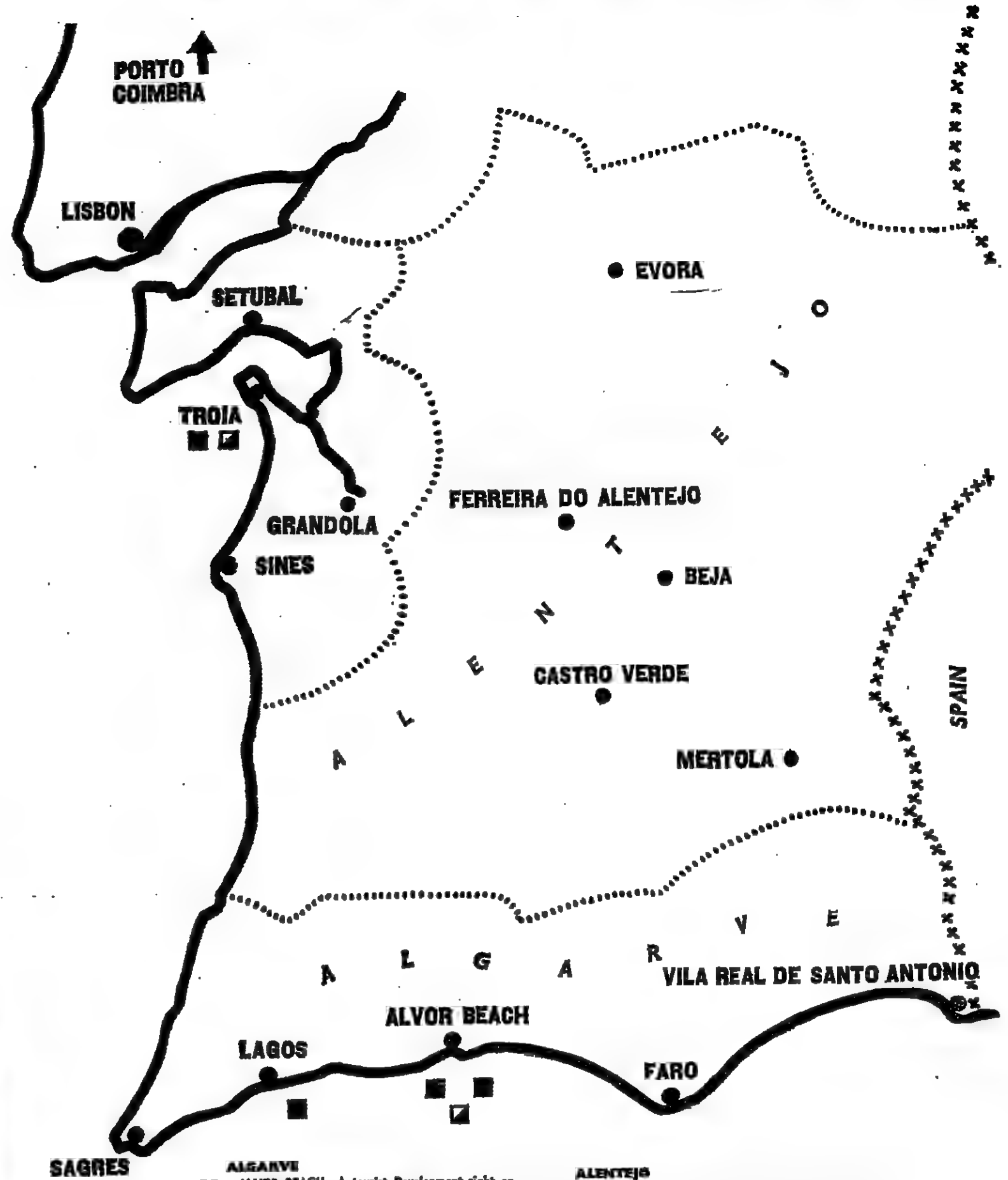
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## Italy — Mezzogiorno Bidding for Industry

(Continued from Page 11)

are very much like those cited by other companies that have settled in the Mezzogiorno, from the Rome suburbs south to Naples, Bari and Sicily. Franco Stanzani, sole administrator of McQuay Europa, half owned by McQuay of Minneapolis, notes the previously mentioned financial incentives that were taken advantage of when the company established in Ariccia—just south of Rome—in the spring of 1969. Now the plant, which manufactures central air conditioning systems, has made application for a loan to expand facilities by one-fourth next summer.

"I don't say we didn't have problems (setting up in the Mezzogiorno)," Mr. Stanzani says. "But we didn't have big problems. IASMI helped in setting up a cost-accounting system. We found a very stable work force, with little turnover. And we have been able to hire people from two nearby technical schools."

### Special Schools

The two technical schools were not established by the Cassa Per il Mezzogiorno, but ten other schools in the south have been set up to train mechanics, machine operators and other skilled workers. To create the skilled labor force needed in the Mezzogiorno, as Mr. Turco put it, the gap

between south and north of Italy is to be closed, the Italian government and the Cassa Per il Mezzogiorno have taken some significant steps:

● The Ministry of Education has created 280 industrial professional institutes in the south to train about 30,000 school dropouts each year. Courses cover the normal range of basic technical training in such areas as electromechanical and radio technology. Of course, industries taking on such trainees have to expect to devote some on-the-job training to them.

● The Ministry of Labor provides short-term technical industrial courses for almost 30,000 students a year. The courses are operated in cooperation with local industry and unions and they cover the range of basic industrial skills designed to fill local industrial needs.

● The Cassa Per il Mezzogiorno and the Institute for Industrial Reconstruction have sponsored the major type of industrial training found in the south. The 10 aforementioned schools have been established to fulfill the immense need for highly skilled and competent technicians required by the increasingly complex industries investing in the Mezzogiorno.

These training centers are in Naples, Bari, Taranto, Chieti, Cagliari, Caserta, Syracuse, Crotone, Reggio Calabria and Latina.

Although the training centers are under the authority of the

Cassa, control of them is shared with local industry and local and national industrial associations, with the cooperation of local chambers of commerce and local town councils. The buildings and equipment of the centers are provided by the Cassa and the courses usually last two years. They are operated, as much as possible, on industrial lines, with pupils working and training on the types of machinery they will use on the job.

The Cassa, as well, helps finance crash courses for workers at new factories or where retraining is necessary because of the introduction of new machinery.

### Trainability

Still, being able to hire skilled operators and mechanics is a problem at many plants. But the trainability of the far-oriented labor force gets glowing testimonials from Johnson & Johnson and McQuay Europa. At Klopman International, too, the director of advertising and promotion—Ned Garvey—notes that when the Klopman plant in Frosinone began production in 1968 "we found people who didn't know a loom from a woman." That can be fatal to a company producing polyester cotton. "Now," Mr. Garvey says, "we have extremely efficient production." The plant's supervisors were sent to the United States for training and they, in turn, have trained others on the job.

Investment figures perhaps can reflect the confidence of Klopman in the efficiency of production: Investment has been well over \$15 million. Mr. Garvey says, "And we have increased production facilities 43 percent since 1968. We have about 1,000 employees, which represents a 20 percent increase over the original work force."

While the caliber of the labor pool certainly needs uplifting, the quantity of manpower is unequaled in Europe. Unfortunately for the Mezzogiorno, but

fortunately for investors, the immense oversupply of labor is estimated at between a million and two million persons. What's more, the size of this oversupply is expected to increase during the next 20 years while in the rest of the Common Market the manpower situation is likely to become tight.

### Comparisons

The size of the surplus labor force, of course, dictates a low cost of manpower. According to Italy's economic intelligence unit, the average gross hourly wage in manufacturing in 1967 in the Common Market compared this way: Mezzogiorno

\$49, Italy \$71, France \$85, Netherlands \$98, Belgium \$104, Germany \$117, Luxembourg \$130.

Labor may be the most important resource in which the Mezzogiorno is richer than its European partners, but its other resources compare favorably, at the very least, to those of Common Market members. Foremost of these other resources is space, plenty of it and cheap. Much of it is located near excellent ports, airports, railways and modern motorways.

Rastoni, a refinery in Augusta, owned by Standard Oil of New Jersey, notes that the main reason for being in Sicily is its position adjacent to one of the

finest harbors in Italy, and its relative access to the Mideast oil. The harbor of Augusta, which is used by the NATO base, is viable virtually every day of the year.

Klopman, too, found its location excellent. Mr. Garvey says: "We're in the right place. We've been able to get plenty of land (in Frosinone) in order to build a total humidity and heat-controlled plant. We start with raw fabric and finish the polyester cotton completely under one roof. That takes space."

And transportation? "We found that the road network—most of our shipments are by truck—is a pretty efficient system of traffic," Mr. Garvey

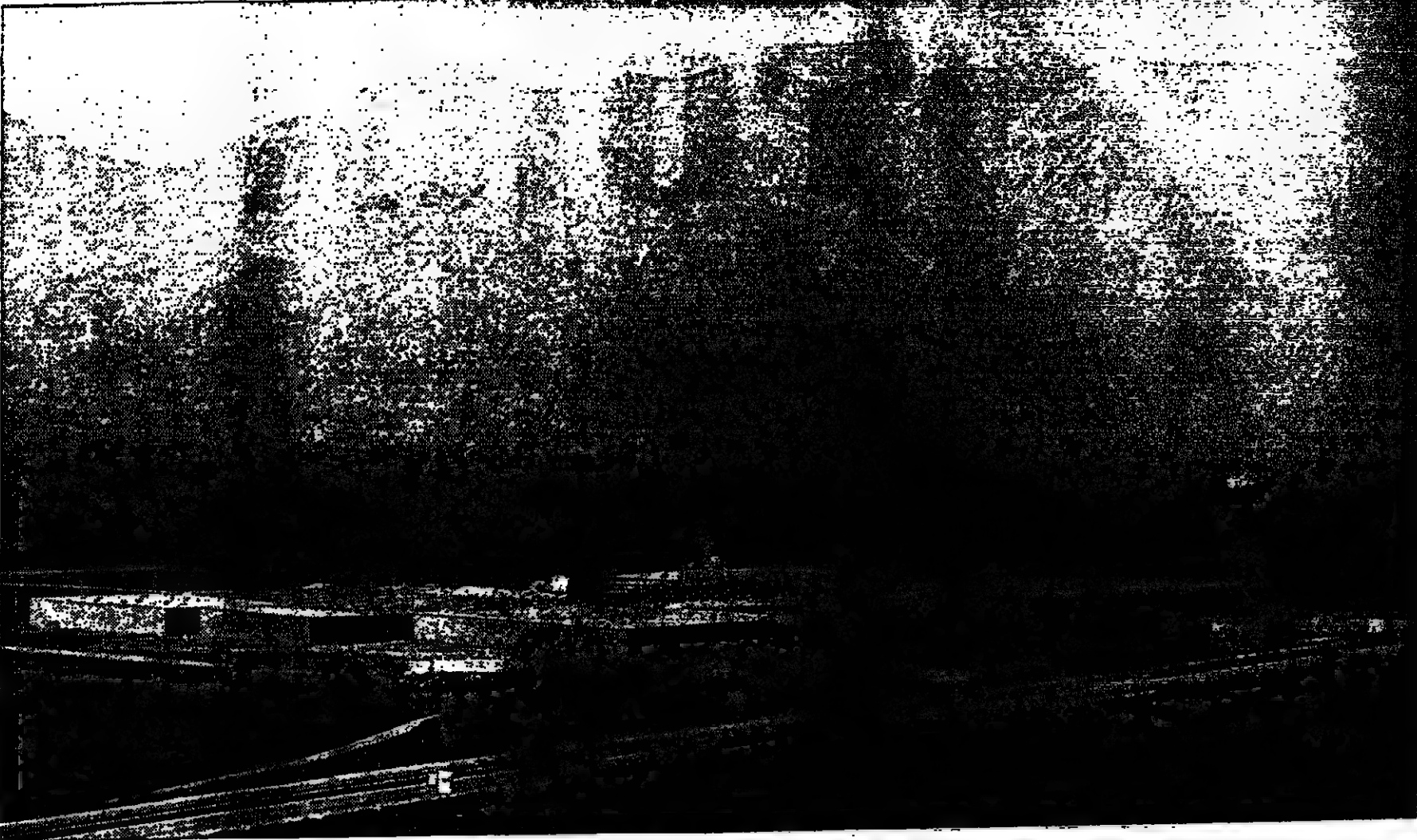
says. "We ship some to South Africa and we ship some to Greece. But about 75 percent of our goods go north. As long as we ship within the EEC, the transportation costs are not prohibitive."

The main roadways of the Italian subcontinent system are complete and it is possible to travel from the Mont Blanc tunnel near Aosta in the northwest via Milan, Florence, Rome to Reggio Calabria at the toe of the country. More than half of the Adriatic motorway, joining Bologna and Bari, also is operating and the remainder is scheduled for completion by next year. The west and east coasts are also connected via autostrada between Bari and Naples

and a connection between Rome and Pescara is almost complete. With the main network nearly finished, it takes only a day to deliver goods from the southern peninsula to any of the main cities or towns of Italy.

And there are the railways, most of which are electrified or equipped with diesel engines. Discounts for transporting goods in the Mezzogiorno, to or from plants, are available. And large-scale users of the railways can negotiate special prices for moving their goods.

There are 18 airports available to civil aircraft in the Mezzogiorno—Rome, Naples, Palermo and Catania being the main international fields. A new international (Continued on Next Page)



The vast Frosinone plant of Klopman International, one of many industrial concerns attracted to the Mezzogiorno.

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### Venice:

## 'It Is No Longer Sinking, It Is Rising'

VENICE (WP).—There are no more ship builders and glass blowers and civic life, too, in Venice has irrevocably changed. There are new industries with new demands. And the more important industry is that dealing with impatient tourists in huge numbers, who are reluctant to talk, demanding, or at least pressing to be demanding, the comforts of home. The old buildings can be preserved, the economy and the life style that created them cannot.

And yet, with wisdom, skill, restraint and most of all a humanitarian rather than a progressive approach, Venice could come to life as a place to live as well as to visit without forfeiture of all the values that make it pre-eminent as a magnificent collective work of art. This requires more than preservation and restoration. It also requires what has been called "conservative surgery," removing dead urban tissue, replacing it with modern structures of the same scale. It requires the courage to limit growth and densities by building satellite towns for new industry and commerce.

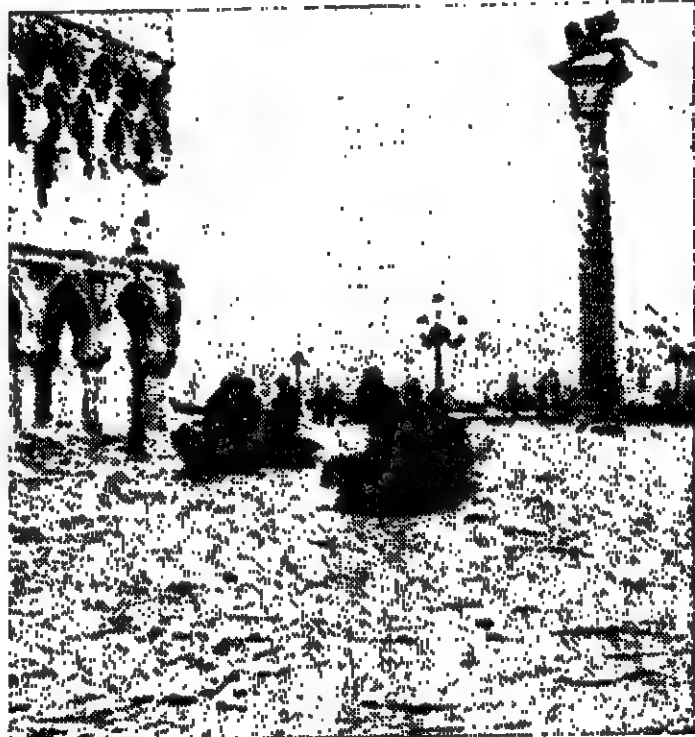
### Vital Purpose

But most of all it requires a new, indigenous, vital purpose. Professor Terzio Pignatti is a leader of the Venice Island of Studies program that hopes to provide just that by making Venice a world university city.

"Venice is no longer sinking," says Prof. Pignatti, an art historian who is deeply involved in the effort to save the ancient city. "It is now rising."

### Decay Danger

The more immediate danger, to be sure, is not "progress" but decay. It is not only that Venice will continue to sink, but also that it is flooded, shaken in its foundations by the wake of motor boats and chemical erosion. With financial and technical help from all over the world these problems are now being attacked.



When the Adriatic invaded St. Mark's Square in 1968.

The islands on which Venice is built have sunk approximately 30 feet since the Bronze Age, 5 to 6 feet since Roman times and an alarming 2 inches in the past 16 years. This acceleration is apparently due to a vastly increased water consumption by industries in the city's mainland suburbs. Instead of letting them pump water out of underground reservoirs, the Italian government proposes to build an aqueduct to bring it in from inland regions.

The flooding is almost chronic. In the last catastrophic flood, four years ago, storm waves surged from the Adriatic into the Venetian lagoon, pounding across the Piazza San Marco. According to Prof. Pignatti, the Italian government plans to spend \$100 million to build three sea-locks, similar to those used in the Netherlands, to keep storms out but let shipping in.

To keep the ships with their pollution and vibrating motors at a safe distance from the old city, however, a new channel to the Venice port at Mestre (the second busiest in Italy) will have to be dredged. It may also be necessary further to restrict motor boats on the canals. They are now subject to a speed limit to reduce the

turbulence that shakes the crumbling walls.

Venice will also have to ban the use of noxious fuels whose sulphurous acid, combined with the salt in the air, corrodes Venice's famous statuary and carved stone. Some of the decay can now be arrested with polyester resin, says Prof. Pignatti.

### Restoration Plans

But restoration on any significant scale is just beginning. It is largely sponsored by the UNESCO Save Venice Campaign and the Venice Committee of the International Fund for Monuments.

By the end of the 17th century Venice had long passed the apogee of its political, military and commercial power. But it was still at its creative best, no doubt the most beautiful city in the world, rivaled only perhaps by Peking. Its artistic glory, to be sure, did not solve its social problems. Were they ever solved? "The beauty, the brilliance, the artistic grandeur of Venice had to be paid for with despotism, corruption, slavery and the horrors of a tribunal that could successfully compete with the

Inquisition in its brutality, apocryphal and secret crimes," writes the historian E. A. Goltz.

Yet the physical order, the livability, if you will, created by Venice was even better than its makers knew. In fact, as Lewis Mumford has pointed out, medieval Venice "brilliantly anticipated the best inventions of 20th-century planning." There is, to begin with, the strict separation between pedestrians and vehicular, or rather, boat traffic. The Grand Canal is the city's best artery, taking the fast-moving, bulky boats around the delicate, interior organism. The small, slow boats move separately on a network of minor canals, minor arteries and capillaries, as it were. "The floating of this regional principle of design by progressive highway engineers," says Mr. Mumford, "has brought disorder and ruin to the cities that have been the victims of their complacent malpractices."

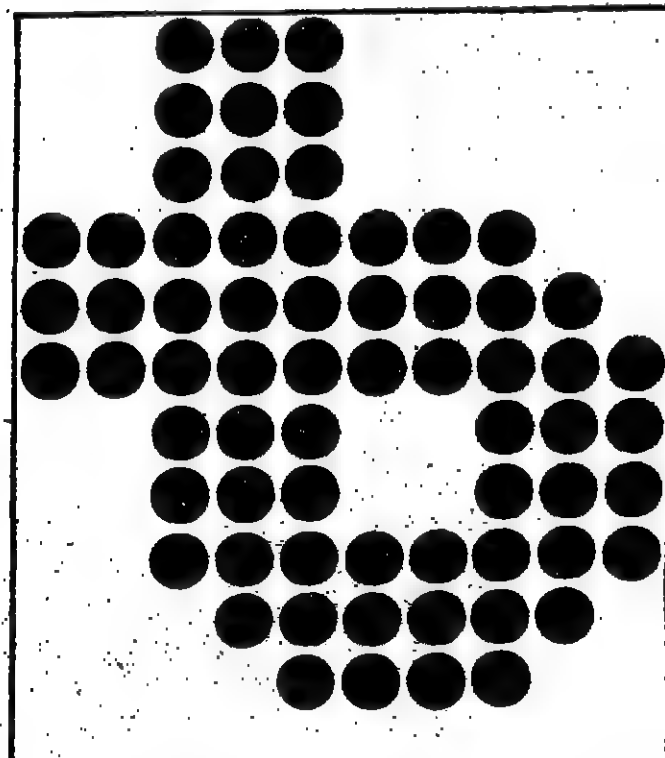
### Special Zoning

Equally important, as a planning principle that also grew out of Venice's island location is its division into distinct neighborhoods or parishes. The tourist usually fails to realize that the pattern of St. Mark's is repeated on a smaller scale in each of them. Each has its square, its fountain, its church, its school and often its guildhall and each—this is important—has its own share of palaces and wealthy homes. Each therefore also receives its share of municipal attention and services that the rich usually enjoy. There are no neglected, poor neighborhoods that turn into slums.

Venice furthermore has what Mr. Mumford calls "functional zoning," that is, each island-parish is devoted to a special purpose—ship building, glass blowing and so forth. This principle was still carried on in the 19th century when the Lido became a seashore resort.

What held the neighborhood and parish people of Venice together as one inordinately creative community were their city-wide ceremonies. Venice is designed as a festive city, a city of public celebration, of color and vitality and music, of urban arts that could not help producing great art. "For all its vanity and its villainy," writes Mr. Mumford, "it touched some of its highest moments in Venice."

## Maybe you need a funnel.

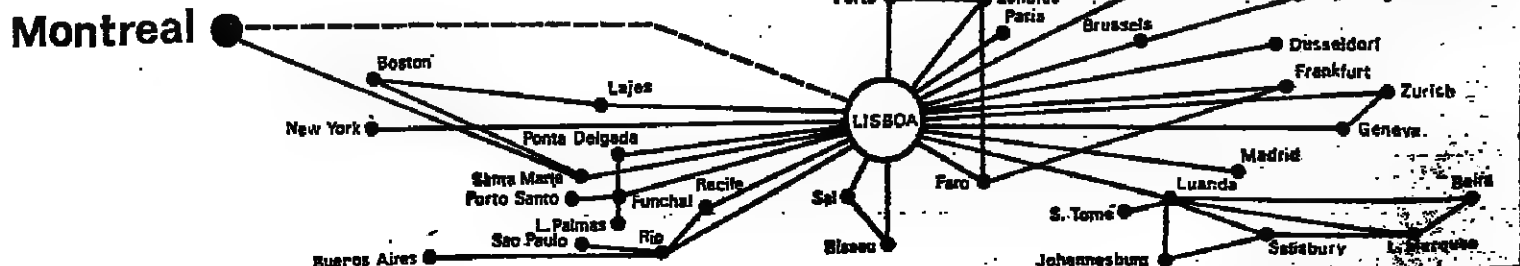


To draw your goods into Europe and channel them straight to the market, a funnel like Rotterdam/Europoort, maybe. It's the world's busiest port. One reason why is geographical: Rotterdam/Europoort can funnel your goods to a market of 160 million customers, fast. A four-lane, unimpeded entrance is open to container ships, smooth land routes carry off trucks and rail cars. 230,000-ton super tankers bring crude oil in, pipelines pump it on. More ocean-going freighters use Rotterdam/Europoort than any other Common Market port and half the Rhine fleet is based there. Rotterdam/Europoort's Dutchmen are skilled laborers and transporters. Flexible Dutch customs simplify distribution processes. One full third of all overseas goods entering Holland, Germany, Switzerland, Belgium and France comes through Rotterdam/Europoort. Do your products? Shouldn't they? If you're not sure, ask the Rotterdam Municipal Port Management.

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STARTING NEXT APRIL FLYING ALSO TO  
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## Sicily

(Continued from Page 11)

and historical interest, but there was much more—a modern hotel infrastructure accommodating great numbers of travelers, and the ease with which these areas could be reached.

The problem of bringing tourists to other areas of the Mezzogiorno, including Sicily and Sardinia, has not been in creating points of interest, but in creating the means to bring them to the riches that exist and to accommodate them when they arrive.

The Cassa Per il Mezzogiorno, the Italian government and local enterprise, has opened up many new areas in recent years by creating railway connections, airfields and highways. In Sicily, the areas most recently being developed for tourist use are the south coast between Selinunte and Agrigento, which contains a picturesque sandy coastline and outstanding Greek architecture.

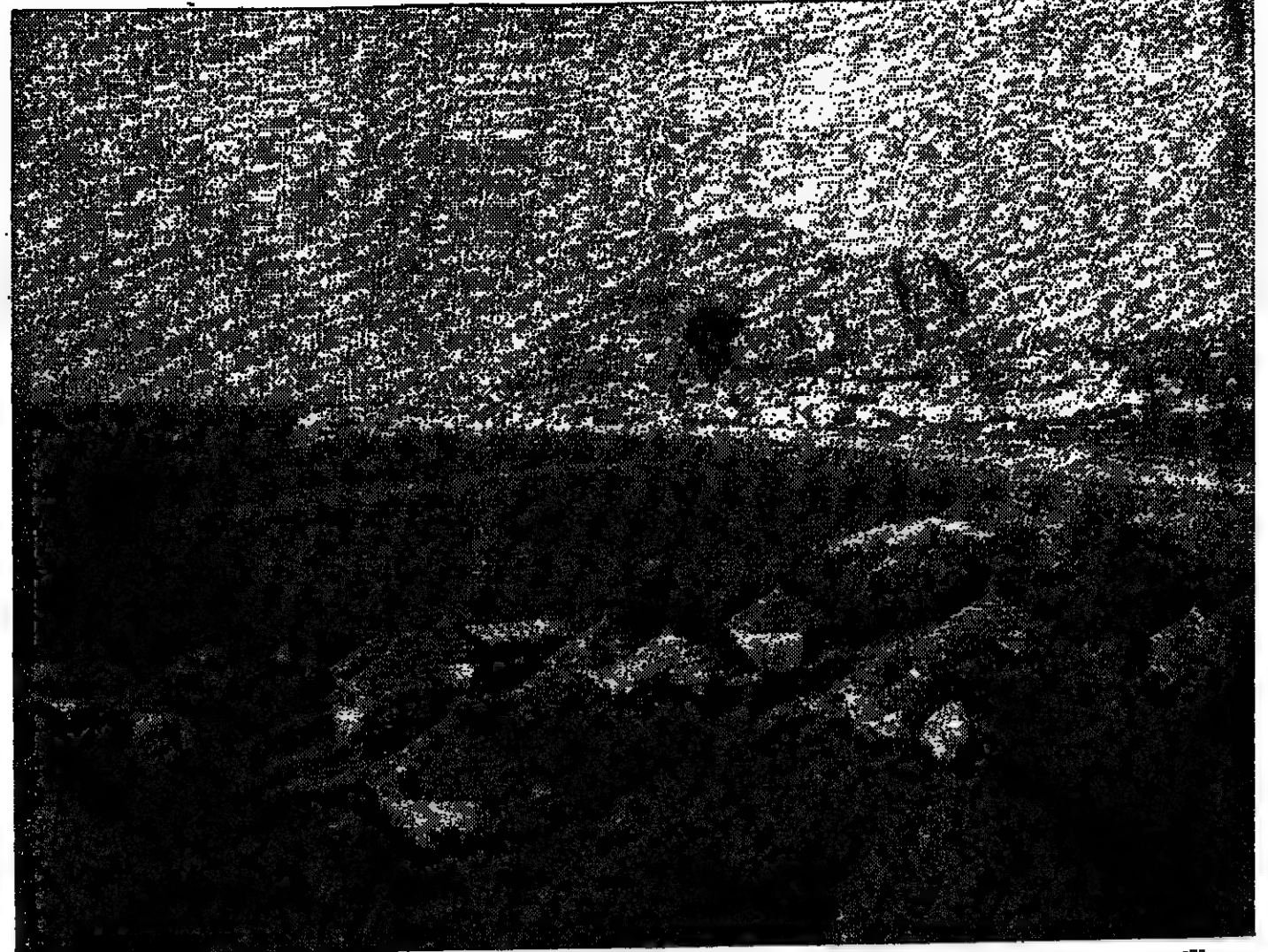
### Focal Points

The famous ancient Greek city of Syracuse on Sicily's east coast, below Catania, also has been earmarked for tourist development, along with the Lipari group of small islands, including Stromboli, off Sicily's northeast tip.

Still other areas are planned for development, including the north coast of Sicily, with its beautiful village of Cefalù. Already developed in Cefalù is one of the many worldwide encampments of the Club Méditerranée. In Cefalù, the club has one of its typical layouts, village style, of Tahitian-style huts accommodating a total of 1,300 persons.

Jean L'Allouët, director of Club Méditerranée in Italy, says that the Cefalù installation has been so successful since it was begun in 1956 that a modernization is now going on at a cost of about \$333,000. The Cassa Per il Mezzogiorno, as it did with the initial investment of about \$2 million, is providing the system of finance for about 50 percent of the modernization cost. Club Méditerranée has five such installations in the Mezzogiorno and is building six new ones. "We are the biggest hotelier in Italy," Mr. L'Allouët says proudly.

Most of the club's business is provided by tours which its agents arrange in other parts of Europe, including north Italy.



The Club Méditerranée at Cefalù, Sicily, which last year attracted 130,000 people to its growing village of Tahitian-style huts, awaits more guests this year. Constructed in 1956 with an initial investment of \$2 million, this resort is still expanding and modernizing at the rate of \$333,000 in 1971 alone.

And the regional government of Sicily helps by paying 18 percent of the cost of charter flights emanating from Paris and Switzerland, Mr. L'Allouët says. Last year, he notes, the club brought 130,000 persons to Cefalù, 90 percent of them foreigners.

To the long list of Sicily's natural resources, Mr. L'Allouët adds another: "The good people of Sicily, with their great sense of hospitality, are truly gregarious."

### Shifting Pattern

The growth of tourist interest may be seen in figures provided by the Institute for Assistance to the Development of Southern Italy (IASMI), which found that

the traditional tourist regions in the Mezzogiorno (Naples, Salerno, Catania, Palermo, Messina, etc.) fell behind the other southern areas by 1968 after having attracted the bulk of the market in 1960. Under what IASMI labels "night's spent" by tourists in 1960 the traditional areas recorded 8,656,083; the other southern areas 4,874,288. By 1968, the traditional areas recorded 7,148,771 and the other areas 8,376,336. That is a jump of more than 71 percent for the previously untraditional areas, and an overall rise in tourist "night's spent" of about 6 million.

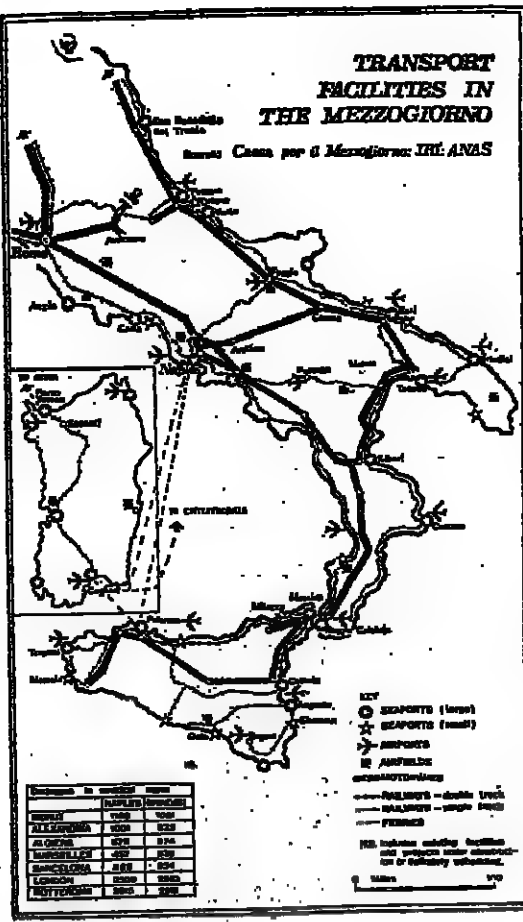
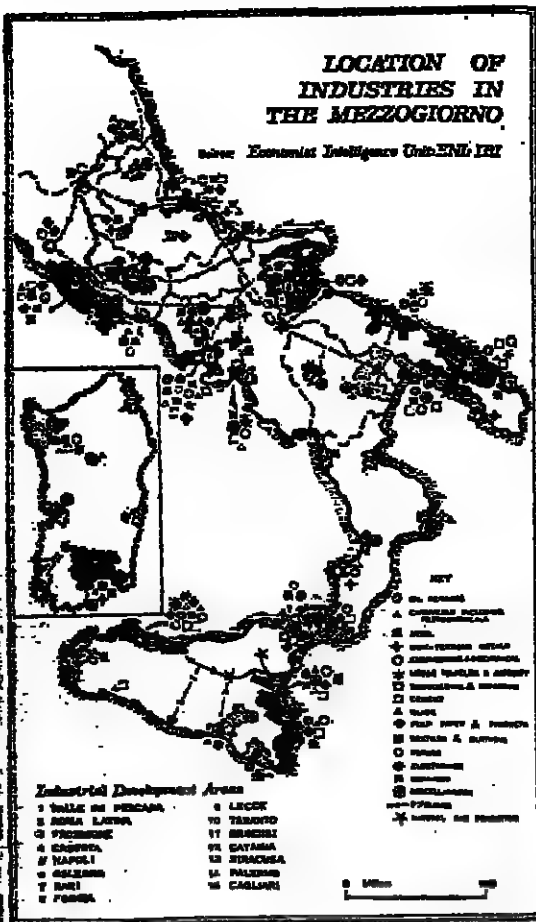
Ironically, Sicily did not help the Mezzogiorno make a good showing for the comparison. In 1960, "night's spent" amounted to 3,919,406 in Sicily; in 1968, it

was 3,173,238. The reasons for the decline, according to IASMI: An insufficient supply of accommodations as a whole, and a poor distribution of the kinds of accommodations, which were largely in the topmost and low-end categories of hotels, rather than the intermediate levels most frequently sought by tourists. There was, however, a marked upturn in Sicily's inflow, IASMI says, in 1969, but exact figures were not available.

Claudio Alabique of IASMI's tourist department, sees a great deal of initiative in the number of hotels and motels built in the Mezzogiorno between 1968 and 1969. "The number of beds represent an increase of between eight and 10 times," he says. If he proves accurate, it is safe

to say that IASMI will bear a large measure of the credit. "IASMI is giving free assistance to interested investors," Mr. Alabique says, "beginning with the identification of suitable land." There are 29 preferential tourism areas in the Mezzogiorno, and the general plan of developing them has been prepared by the Cassa Per il Mezzogiorno. Besides the land already identified as suitable, "IASMI is always scouting to find more," says Mr. Alabique.

That is not all. IASMI also: Ascertains what may be most appropriate and economically attractive for an investor according to his objectives and preferences, his available capital and his experience in construction. (Continued on Next Page)



## Mezzogiorno: Invitation to World Industry

(Cont. from Preceding Page)

continental airport is planned for Calabria, and national and international fields are being built or planned at Naples, Potenza, Agrigento in Sicily and Olbia on Sardinia. Although Rome is officially just north of the Mezzogiorno, it is the obvious main air entry point to the south, with regular and frequent connections to centers throughout the world. Air freight facilities are available at all Mezzogiorno airports.

Shipping by sea, of course, is one of the great advantages of being in the Mezzogiorno. Besides domestic shipping up and down both sides of the boot on a daily basis, the ports of south Italy are the closest to the East Mediterranean and African markets.

### Growing Market

Railroad transports 90 percent of its produce by ship—45 percent of it for the domestic market and the rest to north Europe. It uses trucks and railways for shipping within Sicily. Johnson & Johnson ships by truck, mostly. Although most of its products go to Rome and north Italy, it is developing a

market in the south. And it can buy 70 percent of its raw materials from within a 300-kilometer radius of its Pomexia plant.

General Instrument Corp. in Naples has its main markets in Europe, and—because of the lightness of its electronic components—ships 80 to 90 percent of its goods by air.

The market within the Mezzogiorno itself is growing, with average incomes of the 30 million residents having risen by about 54 percent between 1959 and 1968. And in all of Italy, consumption spending by the 50 million Italians has risen by a quarter between 1963 and 1968, the economic intelligence unit reports. Further, being in the Common Market means that investors in the Mezzogiorno can sell to a tariff-free market of 185 million persons while using the financial and resource advantages available in southern Italy.

Incomes are rising, too, in the heavily populated area of the Mediterranean, and the rapid industrialization of North Africa and the Middle East requires considerable imports of manufactured goods. Another benefit to Mezzogiorno investors is that by

being in the EEC they can qualify for import tariff reductions under agreements with Greece, Turkey, Lebanon, Israel, Tunisia, Morocco and Algeria.

### Key Incentive

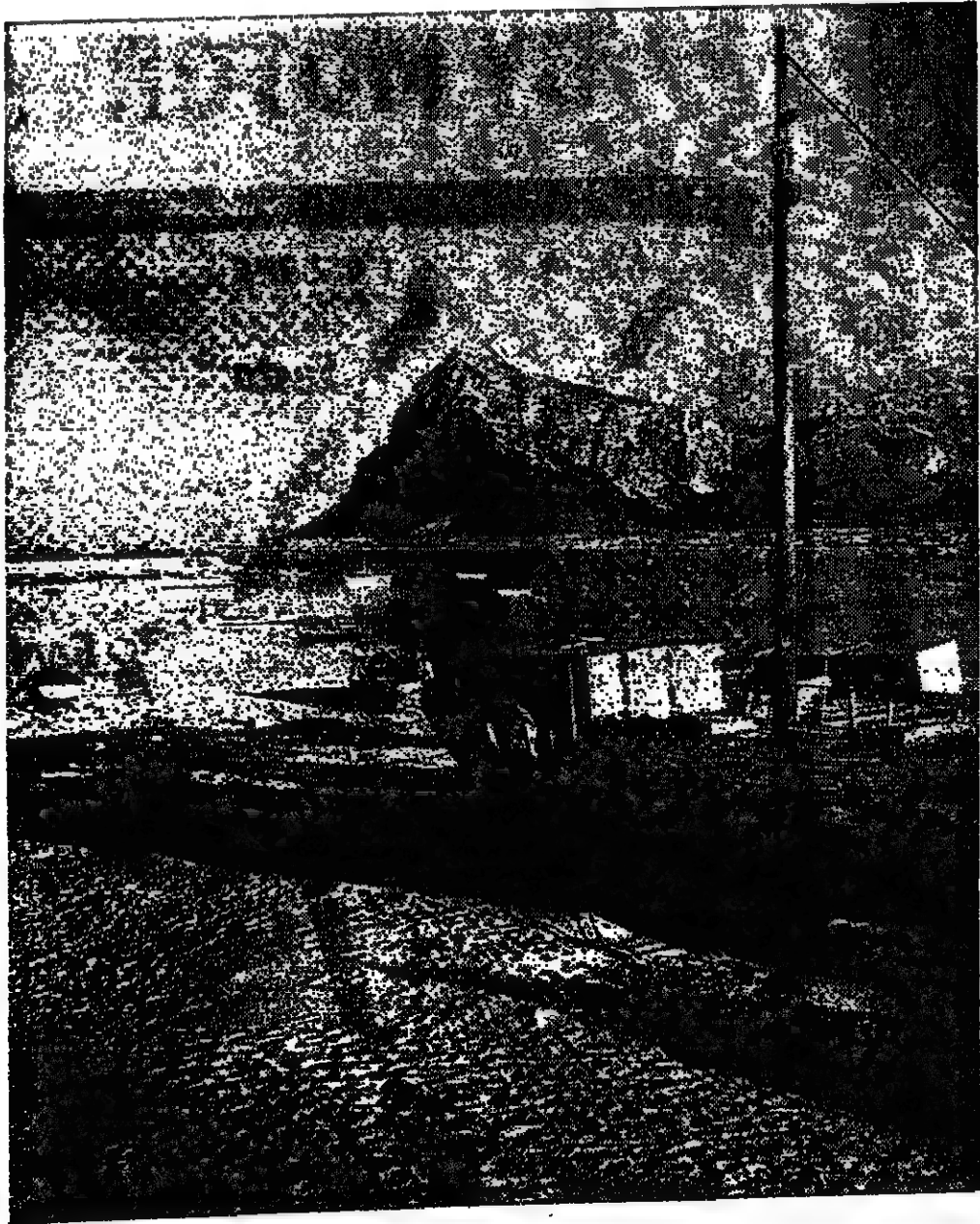
All of this—the resources, the incentives, the market potential—would seem to be enough to insure the success of industrial investment in the Mezzogiorno, providing the company also has good management techniques and a potentially profitable venture. Obviously, without those two qualifications, no degree of incentives are worth considering.

Once the possibility of settling in the Mezzogiorno is considered, however, there is still another plus factor: IASMI. Its staff can trim red tape to a minimum, from the initial contemplation of investment to the locating of land, to market analysis, to contact with financial institutes.

And, as the economic intelligence unit puts it, "This... is one of the most significant invisible incentives to investment in the area, especially by foreigners."

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SOCIETA' ITALIANA RESINE - Via Grazioli, 33 - MILAN - Italy

## Sicily

(Continued from Preceding Page)

tional managerial and technical areas.

● Contacts owners of selected lands and/or local bodies to ensure the creation of enterprises under the best conditions.

● Draws up specific investment programs and collaborates with an investor's own planners to ensure that projects comply with legal requirements.

● Fills out the forms, questionnaires and other papers that must be furnished together with applications for financing or for the concession of grants.

● Contacts groups and organizations (Italian and non-Italian) to promote the influx of tourism into the area of investment.

● Assists, both at the collaborative and operational levels, in the association of landowners, builders, hotel proprietors and others to ensure a practical integration of investment planning ability to afford the maximum guarantee of return on investment.

How is it doing so far? "From the inception of the policy of developing tourism in the south," Mr. Alahique says, "the government has helped finance the construction of hotels containing 120,000 beds in the Mezzogiorno." Altogether, the present total of tourist beds in the south is 213,000, he says.

"In general, investors for the most part are from Italy, in part local people, in part from central and northern Italy." The foreign investors, Mr. Alahique says, are mostly from France, Sweden, England and Germany.

Evidence of the expansion of tourism in the Mezzogiorno as a whole is seen in the growth of tourist investment in the region. Financial commitments by the Cassa to hotel developments in the period 1964-1968 totaled \$166 million in loans and direct investments, equivalent to 85 percent of Cassa commitments to hotel developments in the entire period of 1957-1968. Total investment last year in the Mezzogiorno tourist sector were almost \$200 million, of which the Cassa's share was about \$85 million. Of that, \$14.40 million was invested in works of artistic and archaeological interest and \$34 million was spent in backing private investments in hotels and ancillary services.

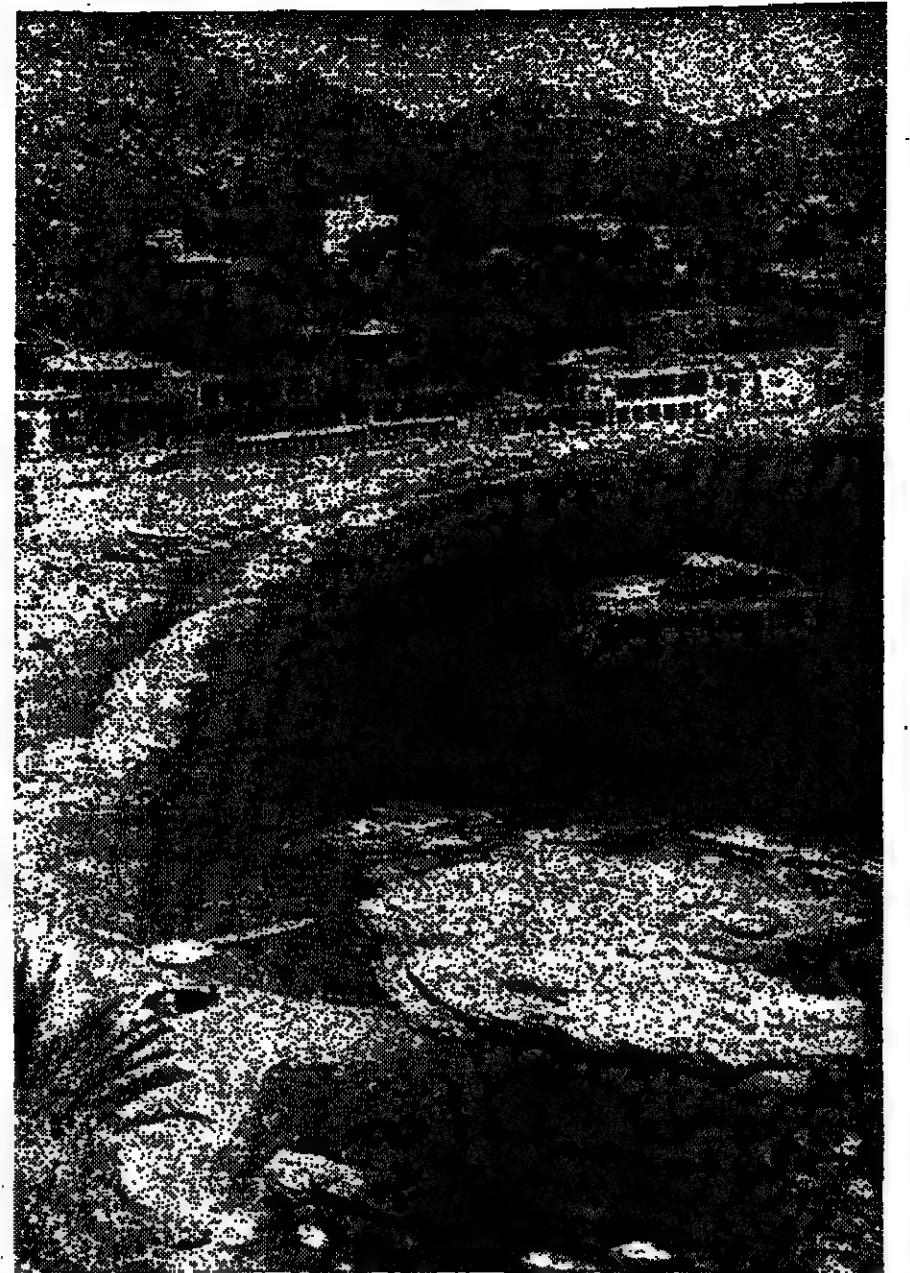
The financial incentives offered in the Mezzogiorno are considerable:

● A 10-year exemption on corporation tax for new ventures in the hotel sector.

● A 10-year exemption from income tax for new hotels. For those that are enlarged or converted, the exemption applies to that portion of the increased income deriving from the modification.

● Loans of 3 percent for up to 70 percent of investments

A beach at the foot of the hills in Taormina, a Sicilian resort area enjoying a rebirth in popularity.



in hotel construction, expansion or conversion; youth hostels, mountain refuges, camping sites and tourist villages; complementary facilities and services, such as ski lifts, or restaurants. The loans for buildings are for 30 years. The degree of assistance depends on the size and characteristics of the investment, and its location.

● Grants for construction, conversion or expansion of buildings used for tourist activity, up to a maximum of 15 percent of total investment.

Tourist investments in Sicily are given added incentives by the region. These include loans provided wholly by the region and not cumulative with loans provided by the national government. The loans are also for up to 75 percent of the total investment, depending on the

size, character and location of the investment. The interest rate is 1 1/2 percent a year on the loans which have a life of 30 years for fixed assets and 10 years for decorations and furnishings.

The region of Sicily also provides grants paid in installments for the purpose of reducing to 1.5 percent the annual rate of interest on that part of any loan obtained on the basis of national laws. There are other grants available, concerning infrastructural facilities and to offset special taxes.

Altogether, that seems like a lot of incentive. But development of the Mezzogiorno is a priority effort. Tourism means business and of course is a potentially large contributor to the area's economic development.

The south of Italy is just beginning its growth period in terms of investment and income. And that growth may indeed be swift, not simply because the Mezzogiorno—and Sicily in particular—have the necessary natural equipment for tourism. But because of (1) the increase in motorized tourism, (2) the construction of a service complex that is providing easy accessibility, and (3) the fact that northerners can no longer find uncrowded beaches under a warm sun and with a cool breeze, or find ski runs with room to slalom, elsewhere in Europe.

Furthermore, with standards of living rising in Europe, the cost of traveling to the Mezzogiorno is becoming increasingly realistic for Europeans. Will their roads be ready?

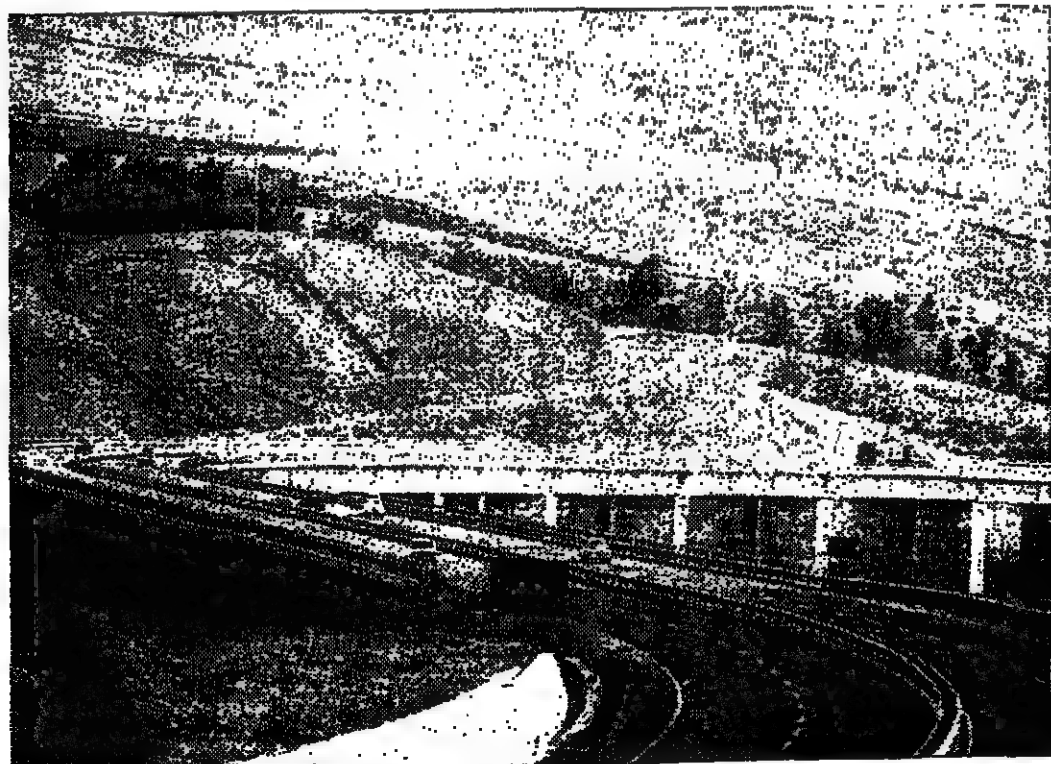
## autostrade spa (IRI Group) IRI MOTORWAYS IN ITALY

### Two spinal north-south routes:

- The famous "Autostrada to the Sun" running from Rome to Naples;
- The "Adriatica" already in operation from Pescara to Vasto,

system will be complete when linked with the Autostrada Salerno-Reggio Calabria, which is being constructed directly by the government.

The IRI Group's relatively new system of Autostrade has already brought the Mezzogiorno into close contact with northern Italy, and therefore with all Europe. Italy, as a country or as a member of the Common Market must be strongly integrated economically and socially. The two north-south Autostrades serve essentially as the short-



and to be completed in 1971 from Vasto to Canosa.

### Two east-west routes:

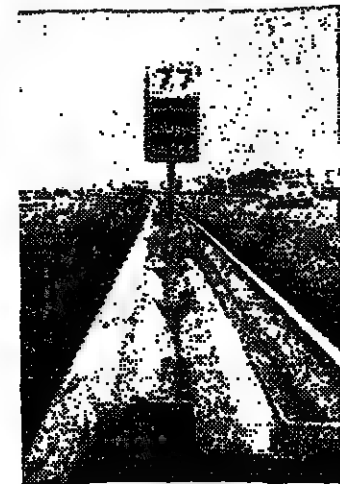
- The "Autostrada of the Two Seas" from Naples to Bari, operating for more than a year;
- The "Jonica" from Bari to Taranto and Sibari, under construction.

### A new connection route:

- A highway linking Caserta and Salerno, already projected.

This is the forward looking system of Motorways in the Mezzogiorno (South) of Italy which has been set up by the Organization of the Autostrades of IRI Group. This

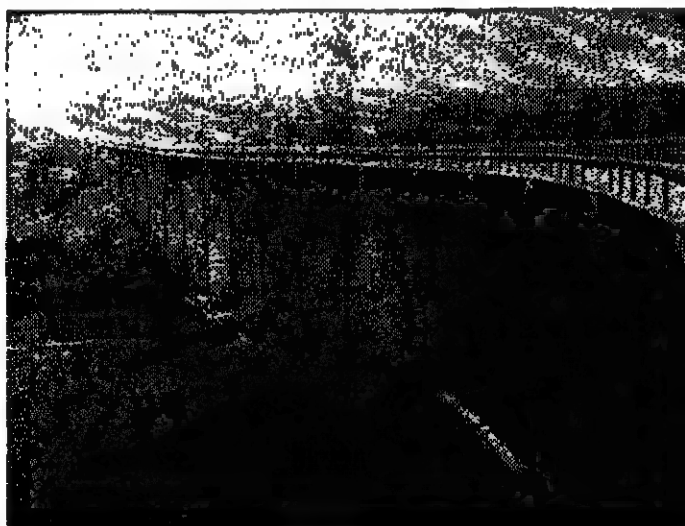
Motorway "dei due Mari" (Naples-Bari).



Motorway "dei due Mari" (Naples-Bari) Viaduct o. Omero (937 meters).

est and quickest routes between the highly different northern and southern sections of Italy. We could not call the Autostrades of the Mezzogiorno a "system," however, if it were not for the direct contribution of the cross-country East/West Highway (the Naples-Bari road) toward inter-regional communication in the Mezzogiorno. This accounts in a large part for the increase in land values, local business opportunities, and widespread general development in this area.

The Autostrades are one of the necessary conditions for political and economic development. But they alone are not sufficient. Their func-



Motorway "Adriatica" (Bologna-Canosa) Stretch Ortona-Lanciano. Moro viaduct (1,125 meters).



Motorway "Adriatica" (Bologna-Canosa) Feltrino viaduct (1,305 meters).

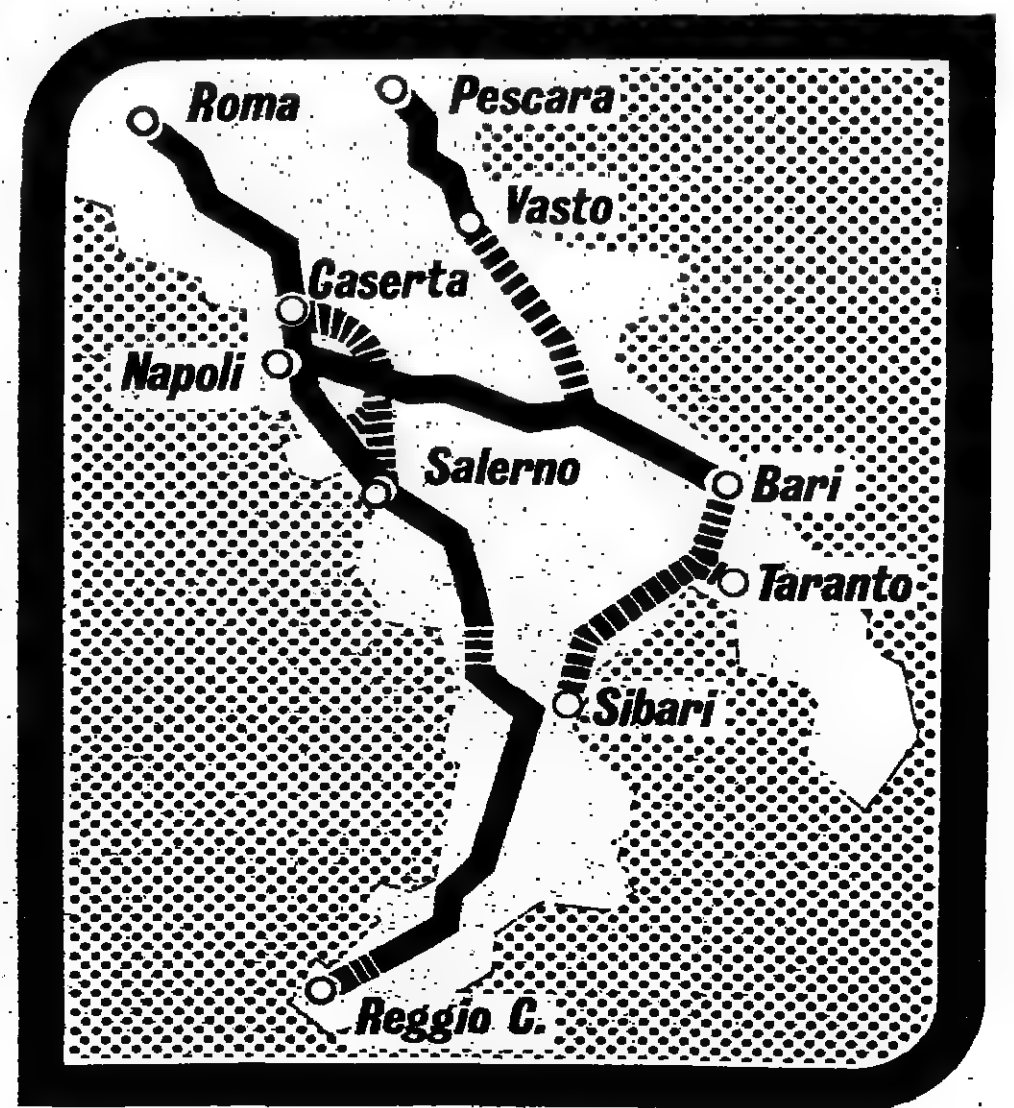
tion, and a vital one, is to offer freedom of movement to people and commerce; to break the isolation to which many areas of southern Italy had been condemned; to give the possibility of lucrative economic value to the resources of the region, which, without ready access, are not usable.

Among these resources there is tourism: a tourist undertaking, for which the Mezzogiorno is ready with untold natural wealth, would not even be conceivable without adequate means of transportation. Italy cannot continue to have 75% of its seaside resort tourism concentrated along 250 kilometers of northern beaches, by ignoring 1,500 kilometers of exquisite coastline in the South and the Islands.

Today, in order to bring tourism far into the South, there exists an entire new system of Autostrades based on the Autostrada del Sole, the Adriatica, and the Autostrada of the Two Seas. The Salerno-Reggio-Calabria road is also nearing completion, thereby rendering possible a comfortable and quick route from the extreme north to the extreme south of the Italian peninsula. And finally, to overcome the insufficiency of the Autostrade between Naples, Pompei and Salerno, the Soc. Autostrade has already planned a highway, Caserta-Nola-Salerno; a shortcut to the South, which will bypass Naples. This system is far from the traffic saturation point, which or certain times of the year finds so many roads backed up with lines of angry motorists.

Today tourist's Italy is longer. For these tourists, the Mezzogiorno was still to be discovered; now it can be discovered with the Autostrade!

## DISCOVER SOUTHERN ITALY BY MOTORWAY



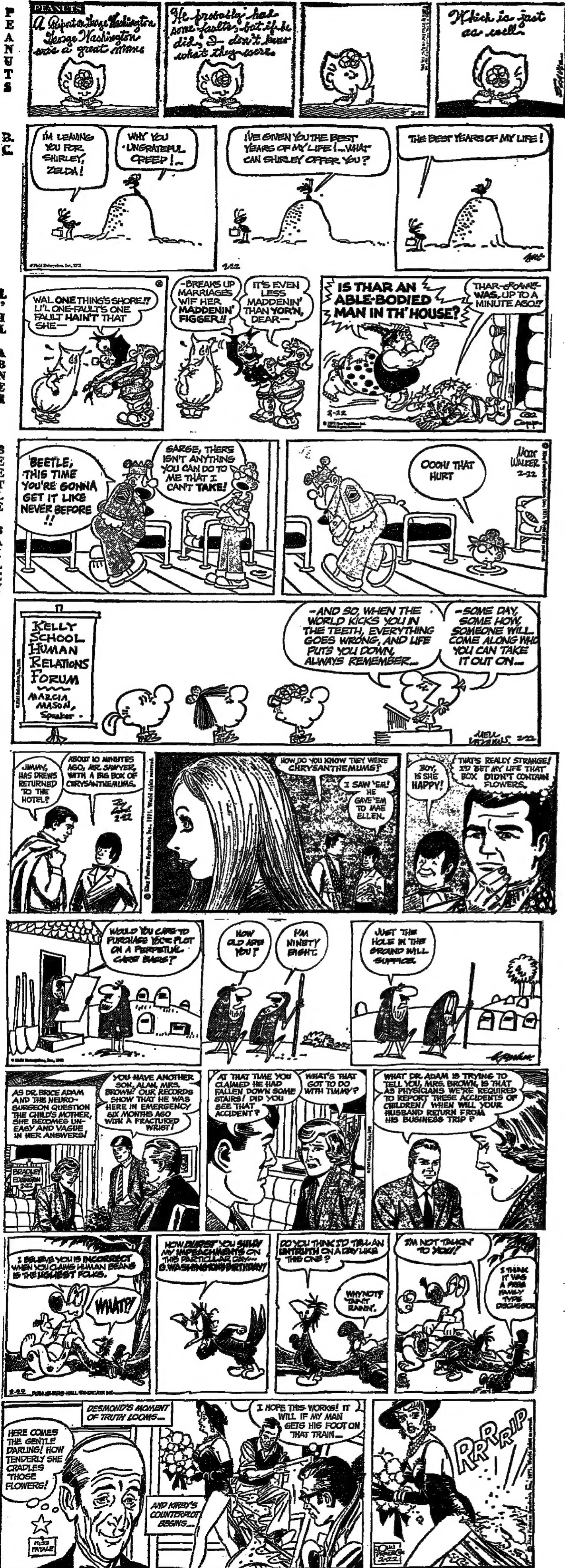
autostrade spa (IRI Group)



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## BLONDIE



## BRIDGE

By Alan Truscott

A point most novice players would overlook is illustrated by the diagrammed deal, reported by the English writer G.C.H. Fox. North-South reached an optimistic game contract in no-trump largely because North responded two clubs to one diamond. He was no doubt hoping to stop in three clubs, but South not unreasonably persevered to three no-trump.

An American player would no doubt respond one no-trump with the North hand and end in a part-score. South would then have an interesting choice between passing one no-trump, rebidding his diamonds, or making an aggressive reverse bid of two hearts.

West led the spade four, and North put down the dummy without much confidence in his partner's ability to make the game. South overtook dummy's spade nine with the queen, a key play made in the interests of preserving potential entries to the dummy.

The club seven was led to dummy's nine, and East chose to win. He shifted to the heart jack, and South put on the queen with good results.

To establish and use dummy's clubs South needed two entries to the dummy. He found them in the spade suit, by leading the three and putting on dummy's ten when West routinely played the deuce.

The head of dummy's club queen drove out West's king, and South had 10 tricks. East was quick to point out his partner's error.

"All you had to do was to play the spade jack on the three," East said. "Then he would have been an entry short and would not have been able to make any club tricks."

"If you had returned my suit," retorted West, "I would have had less chance to make a mistake."

NORTH  
 ♠ A109  
 ♥ 82  
 ♦ 103  
 ♣ QJ10952

EAST  
 ♠ 75  
 ♥ KJ109  
 ♦ K542  
 ♣ A63

SOUTH (3)  
 ♠ KQ3  
 ♥ AQ74  
 ♦ AJ986  
 ♣ 7

Neither side was vulnerable. The bidding: South West North East 1♠ Pass 2♣ Pass 2♦ Pass 3NT Pass Pass Pass West led the spade four.

**Solution to Friday's Puzzle**

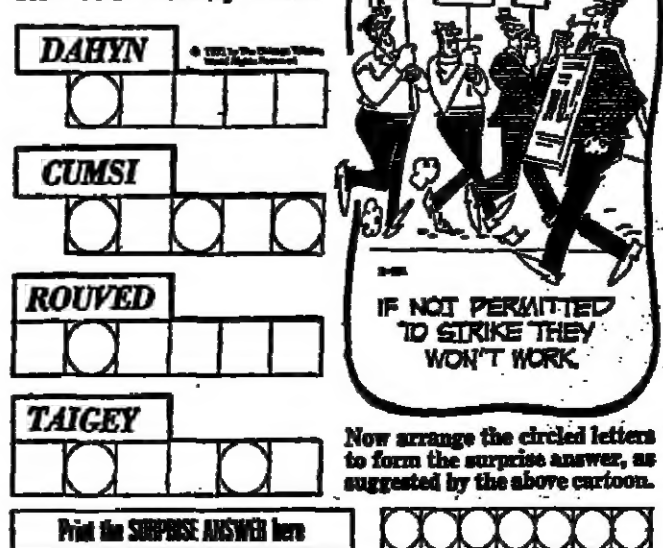
DOWN: 1. AGAR 2. SARER 3. JAM 4. AGAR 5. SARER 6. JAM 7. AGAR 8. SARER 9. JAM 10. AGAR 11. SARER 12. JAM 13. AGAR 14. SARER 15. JAM 16. AGAR 17. SARER 18. JAM 19. AGAR 20. SARER 21. JAM 22. AGAR 23. SARER 24. JAM 25. AGAR 26. SARER 27. JAM 28. AGAR 29. SARER 30. JAM 31. AGAR 32. SARER 33. JAM 34. AGAR 35. SARER 36. JAM 37. AGAR 38. SARER 39. JAM 40. AGAR 41. SARER 42. JAM 43. AGAR 44. SARER 45. JAM 46. AGAR 47. SARER 48. JAM 49. AGAR 50. SARER 51. JAM 52. AGAR 53. SARER 54. JAM 55. AGAR 56. SARER 57. JAM 58. AGAR 59. SARER 60. JAM 61. AGAR 62. SARER 63. JAM 64. AGAR 65. SARER 66. JAM 67. AGAR 68. SARER 69. JAM 70. AGAR 71. SARER 72. JAM 73. AGAR 74. SARER 75. JAM 76. AGAR 77. SARER 78. JAM 79. AGAR 80. SARER 81. JAM 82. AGAR 83. SARER 84. JAM 85. AGAR 86. SARER 87. JAM 88. AGAR 89. SARER 90. JAM 91. AGAR 92. SARER 93. JAM 94. AGAR 95. SARER 96. JAM 97. AGAR 98. SARER 99. JAM 100. AGAR

## DENNIS THE MENACE



## JUMBLE

Unscramble these four Jumbles, one letter to each square, to form four ordinary words.



Jumble: NEWLY RATE STRONG CLIENT

Answer: Where foreign wanted patients might go—TO AN "ALIEN-IST".

## BOOKS

## STILWELL AND THE AMERICAN EXPERIENCE IN CHINA

By Barbara W. Tuchman. Illustrated. Macmillan, \$21.95. 312 pp.

Reviewed by Christopher Lehmann-Haupt

DESPITE certain large obstacles—chief among them that biography and history don't always mix and that the drama here unfolded is one compounded of frustration, misunderstanding, abortive actions and ultimate tragedy—despite all this, Barbara W. Tuchman's "Stilwell and the American Experience in China, 1911-45" is an impressive book. It is a return from the falling off of her last book, "The Proud Tower," to the high level of "The Guns of August," and fully deserves the wide audience it will doubtless win.

It seems to me to display Mrs. Tuchman's strongest talent as a chronicler of great events, which is not so much to write vivid prose or to bathe in the colorful detail—as she is often credited somewhat misleadingly with doing—but rather to organize her material coherently, to trace bright narrative threads without sacrificing complexities. It is popular history, to be sure, but it is popular history that doesn't conceal the ugly beyond.

What she has done here is quite simply to write a biography of Gen. Joseph W. Stilwell onto a history of modern China because, as she explains in her foreword, Stilwell "combined a career focused on China with background and character that were quintessentially American; because his connection with China spanned the period that shaped the present from the dramatic opening moment of 1911, year of revolution, to 1944, decisive year in the decline of the Nationalist government; because his service in the intervening years was a grimace of the times—as language officer from 1920 to 1924 in the time of the warlords, as officer of the 14th Infantry in the 1930s, from 1936 to 1939 at the time of the rise to power of Chiang Kai-shek, as military attaché from 1935 to 1938 at the time of Japanese invasion, lastly as theater commander in World War II; because in the final and critical years of this period he was the most important figure in the Sino-American relationship." So she concludes, simply to tell Stilwell's story is to focus on a key point in that relationship. And she is unquestionably right.

There are other advantages as well. "Vinegar Joe" Stilwell was a complex and interesting man—a brilliant field commander, greatly admired by his military associates and by ordinary men (one of the few men that George C. Marshall addressed by his first name); bluntly outspoken, which worked to his advantage in the American press but disastrously to his disadvantage in matters of diplomacy; a man whose humility amounted almost to arrogance; and a peculiar blend of military courage and social timidity. Mrs. Tuchman's gradual unfolding of the character is a drama in itself.

And she has been the first

## Best Sellers

The New York Times

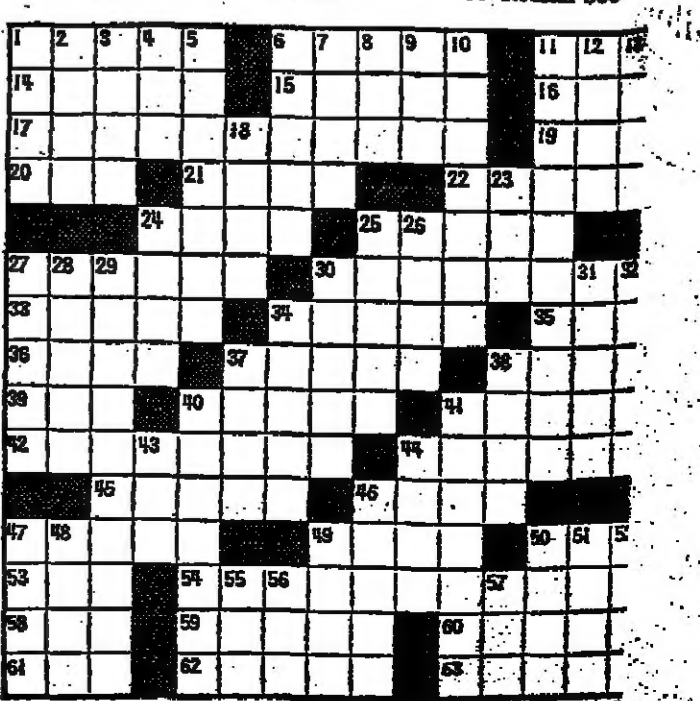
An analysis based on reports from more than 125 bookstores in 44 U.S. cities. Figures in right-hand column do not necessarily represent consecutive weeks on the list.

This Week	Last Week	Weeks on list
1	1	10
2	2	10
3	3	10
4	4	10
5	5	10
6	6	10
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57	57	10

## CROSSWORD

By Will Wenz

ACROSS	47 Edged, for one	13 Harts
1 Academic lowly	48 Food fish	14 Certain poetry
2 Paper caps	49 — relief	15 Elec. unit
3 Air org.	50 Mary Todd's	16 Edge
4 Open, common	51 Husband	17 Missile sites
5 Spring flower	52 Self-reliant	18 Berlin sight
6 Part of E.M.S.	53 Devil's partner	19 River of China
7 Part of E.M.S.	54 Fanatic, in	20 Case or Dumas
8 Mercurochrome	55 France	21 Resort near tip of I.L.
9 and others	56 Like an egg	22 Epsom Downs event
10 Common verb	57 Epic writer	23 Frosts
11 Arm	58 Multiplication	24 Strudel component
12 German admiral	59 word	25 Marx and others
13 Mystic cards	60 name	26 Conjunction
14 Spanish uncles	61 "Carpetbaggers"	27 Like the market at times
15 Gory's relative	62 "Carpetbaggers"	28 Jesus' words to widow
16 Crowns	63 Chances	29 Exclamation
17 Jews living outside Palestine	64 Specialized strip of wood	30 March animal
18 Bore	65 Mercenary	31 Frank
19 Seasonal song	66 Wine pitchers	32 Young ones
20 Weather abbr.	67 Formal act	33 Instrument
21 Noun suffix	68 Baha	34 Give in
22 Hook features	69 Fond du	35 Radiata
23 Cheese shape	70 Overpowering emotion	36 Stake
24 Scantly	71 Ben Hur, for instance	37 Jean d'Arc et
25 Frame for candles	72 Prefix for gram or naut	38 Recent Prefix
26 Approaches		39 Kind of wit
27 French port		40 Roman 506





# Thoeni Increases Cup Lead

100



